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No. 15, November/December 1998 $3.95

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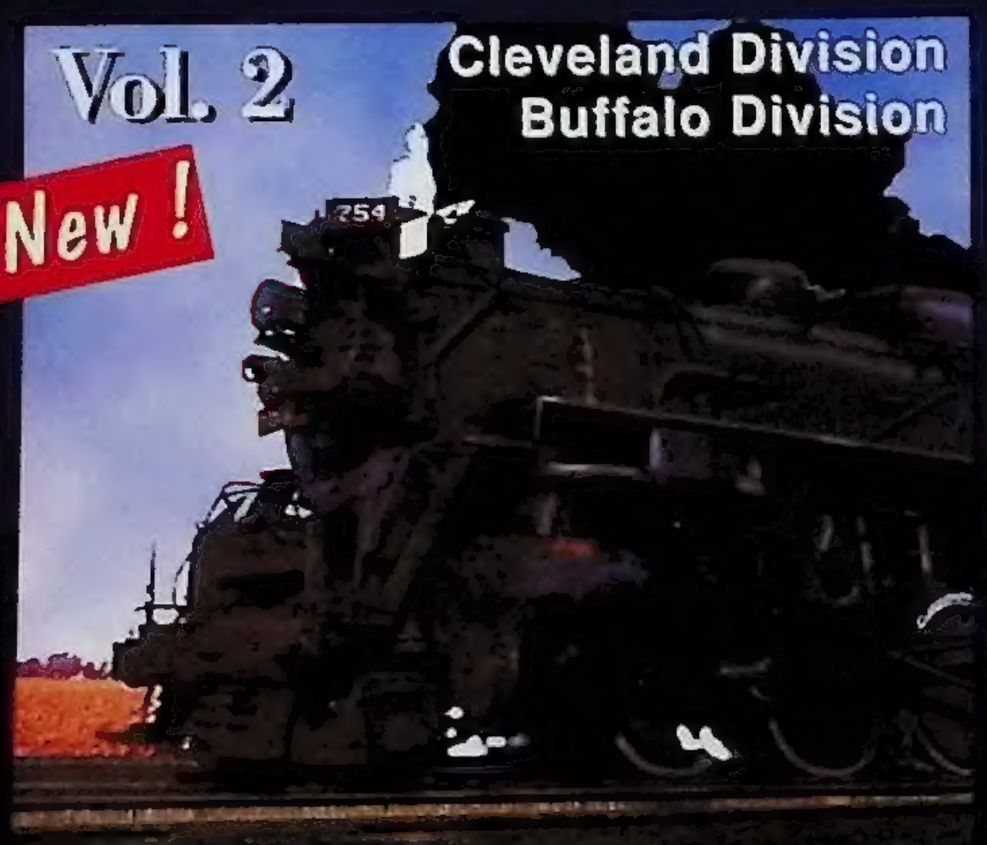

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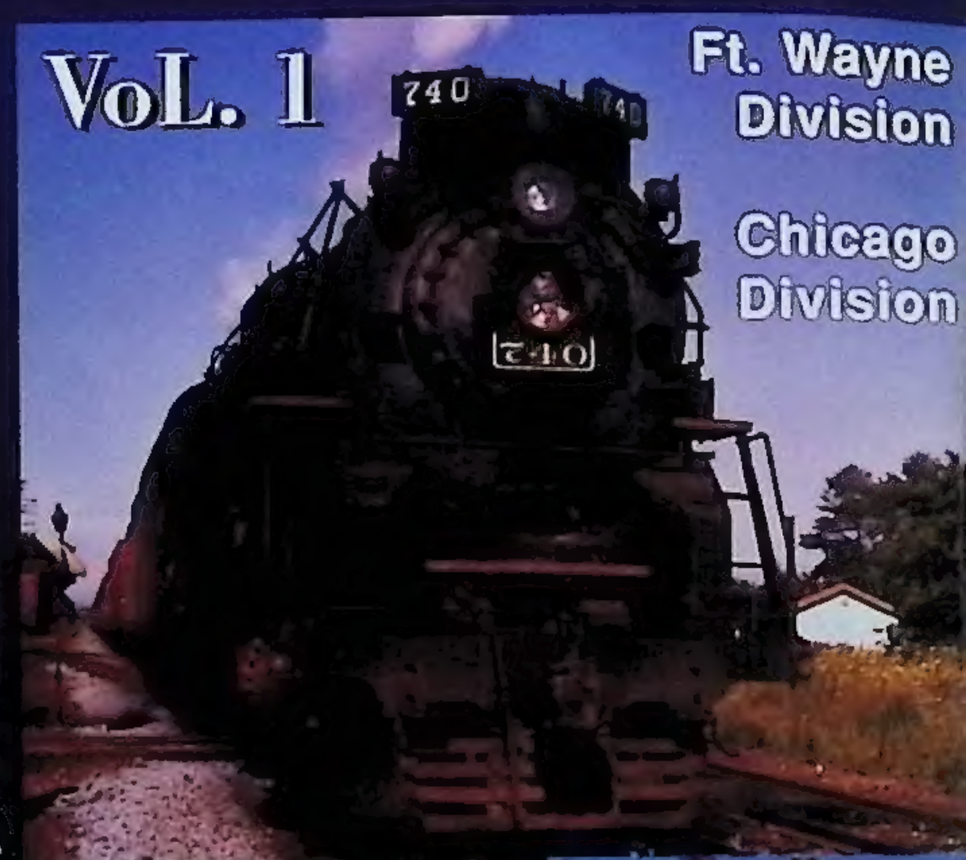

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ALLAN J. ALVANEY, *INTERSTATE OF THE '30S* WATERCOLOR, 24" X 17.5"

Allan J. Alvaney

Interstate of the '30s

When the wind was right in the high plains, their off-beat three-cylinder thunder could be heard for miles, and the passing of westbound Union Pacific 4-12-2 9010 has been heralded for some minutes now. The streak of an eastbound Armour yellow streamliner has briefly interrupted the concert but not the determined effort of one of the world's most unique locomotives, whose cluttered front end—with that high headlight with bell above, battery of air pumps, and busy Gresley valve gear—gave it a no-nonsense, "leaning into it" look.

For this railroad could, indeed, have made a claim to be the "Interstate of the '30s," filling the transportation needs of its era and area very nicely.

But by the time the '90s rolled around, diesels had long ago taken care of the 9010, and President Eisenhower's I-25 and I-80 had taken care of most of the general freight it pulled.

And the beautiful yellow streamliner?

Are you kidding? No contest. The interstates didn't pull their punches against anybody.—Ed King

VINTAGE RAILS™

NOVEMBER/DECEMBER 1998 ISSUE NO. 15

Features

8 Rare Pleasures

BY RICHARD STEINHEIMER

Electric helpers in snow; snow sheds on the Plains.

32 Three-Cylinder Concept

BY ROBERT A. LE MASSENA

Only 261 of these huge engines were constructed with the third cylinder hidden between the two outside cylinders.

44 Recollections of a Locomotive Fireman

BY DON OLSEN

Fulfilling a boyhood dream of firing oil-burning locomotives on SP's Shasta Division out of Dunsmuir.

54 Illinois Central Passenger Service

BY PHIL GOSNEY

Chocolate and orange varnish in the final years.

66 Hawaii's Expensive Railroad

BY SOPHIA SCHWEITZER

Costs for the ambitious line exceeded all estimates.

74 A Day on the Natchez Route

BY LOUIS A. MARRE

Bill Pletz's June 1948 photos of rail activity in Hattiesburg.

82 Toy Trains and the Holiday Tradition

BY ALLAN W. MILLER

For generations toy trains have enjoyed a most-favored status for the Christmas season.

90 The Advertising Art of Frank J. Reilly

BY MICHAEL ZEGA

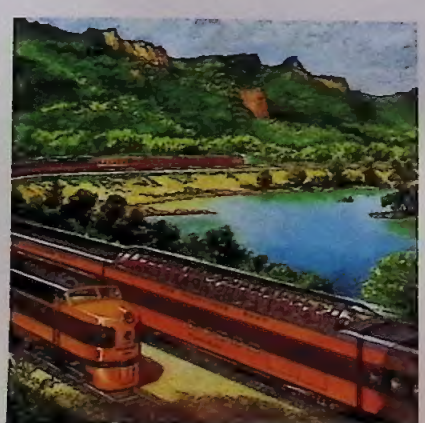
Dramatic perspectives on the Pennsylvania Railroad.

PHIL GOSNEY

54

ANGELA TROTTA THOMAS

82



JOHN GRUBER COLLECTION

30

Cover: With a cloud of Rock Springs coal smoke and a song of offbeat stack talk, Union Pacific three-cylinder 4-12-2 9505 hurries manifest freight across Nebraska at Kearney in the early 1950s. Photo by John Briggs.

Departments

7 Operator's Desk
Illinois Central's proud heritage.

10 Letters to the Editor
Reactions to O. Winston Link and Bland Osborn.

18 Readers Recall
Pineapples, F units, and an Iowa snowstorm.

30 Time-Tables: 1953
Katy: Serving the Great Southwest.

85 Executive Suite
James A. Bistline and Southern's steam program: "a magnificent experience."

94 Unforgettable Railroad Days
Mr. Prince was not in his element.

100 Railroad Collectibles
Hitting the Mother Lode.

103 Vintage Marketplace
NP steam; Appalachian books and videos.

111 Swap Meet
Classified advertisers list bargains.

114 Terminal Ad
Frank Reilly portrayed *Steel—and what it takes to haul it!*

JIM OREM

44 Southern Pacific Cab-Forward, 1945, Keene, California (Woodford). For information about firing SP locomotives, see Don Olsen's article.

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IC's Proud Heritage

We hadn't planned it quite this way, but this issue (*VR* No. 15) emerges as a tribute to the Illinois Central as the Main Line of Mid-America loses its status as an independent company and becomes a part of Canadian National.

In addition to the fine chocolate and orange passenger trains (pages 54-65), IC was a road of steam, speed, and song. A conservative President Wayne Johnston staved off full dieselization until 1959. However, a surge in traffic at that time and two railfan excursions on the Kentucky Division kept steam in service until 1960—a time when steam had nearly vanished entirely from the railroad scene.

Through steam and diesel eras, IC gained much accord in the industry for the resourcefulness and high-quality craftsmanship demonstrated by its shop forces. This was especially true of the Paducah shops, where gargantuan rebuilding projects undertaken from the 1930s into the 1970s produced motive power capable of meeting demands set by freight traffic flows and crack passenger schedules.

Speed was another IC hallmark. Intent on meeting its scheduled arrival times, sleek passenger trains, most notably the *Panama Limited*, regularly streaked across IC's mainline rails between Chicago and New Orleans in excess of 100 mph. This trend was apparent with freight schedules as well. In 1936, IC initiated MS-1, a high-speed merchandise train that was able to travel the 527 miles between Chicago and Memphis in just 12 hours and 50 minutes (this included four stops en route). The railroad termed this operation the world's fastest freight train, and soon this genre of expedited freight train was instituted on other corridors of the IC system.

During the waning years of IC passenger service, Illinois Central gained fame and exposure one last time when folk singer Steve Goodman immortalized a trip on the *City of New Orleans* in song. Attention to detail and strong lyrics flushed the Illinois Central beat into the mainstream and into the hearts of Americans, many of whom had forgotten about the railroad industry altogether by this point.

PAUL PROEHL, FROM POSTER PLUS, CHICAGO

Equally noteworthy are the outstanding travel posters produced by Paul Proehl in the 1930s. He did at least six for the IC; one is reproduced here. Proehl also is well known for illustrations for the Union Pacific in the 1920s and 11 calendars for Chicago & North Western from 1938 to 1952. Railroads in years past showed up prominently in the commercial art scene.

The response to the last issue, No. 14, has been overwhelming. Readers are enthusiastic about the articles. Winston Link is pleased with the coverage of his photography. The two people at Montgomery Tunnel actually are C. E. "Jack" Hash and Donald, his son (page 10). Hash was an N&W public relations representative. Link paid him with a silver dollar, as he did other models. Today, Link tries to buy back the dollars for $2, which he admits, with a smile, is a poor bargain.

As we close out the 1998 issues and look back on a year's accomplishments, we also look forward to 1999 and another exciting year for VR readers. Watch for more informative, fun-filled pages about your favorite times in classic railroading.

John Gruber, editor

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Rare Pleasures 9

TEXT AND PHOTOS BY RICHARD STEINHEIMER

Rare Pleasures, a continuing series of photos and short blocks of text by Richard Steinheimer, reminds us of the many technical and operational aspects of railroading that were so much an interesting part of our lives in the second half of the 20th century.

Steinheimer's photographs are on exhibit from September 5 to October 10 at the Craig Krull Gallery, Bergamot Station, Santa Monica, California. (310) 828-6410.

Electric Helpers

An interesting practice missing in America today is the operation of electric helper locomotives.

The worn, rugged face of Milwaukee Road E42A epitomizes the tired helper returning from a "help" in the high mountains of the West. The three-unit set is running light back down the west slope of the Cascades in Washington after assisting a heavy eastbound forest products train to the summit at Hyak. With its old gears "yinging and yanging," the speed of descent on the 1.7 percent grade is probably being controlled by the regeneration of some amount of power back into the 3,000-volt DC overhead catenary system.

Each of the units in the photograph can deliver more than 1,700 hp in short-term rating using nose-mounted DC traction motors. Regeneration provides the equivalent effect of dynamic braking.

The E42A and its counterparts were among the original GE locomotives to come west in 1916 to work on the world's first long-distance electrified mainline railroad. The mountain crossing became the prototype for other long-distance, high-voltage DC electrifications in Asia, Africa, Europe, North America, and South America.

Snow Shed Solutions

The Great Northern Railway relied heavily on snow sheds in its crossings of the summits of the Rockies and Cascades. But more unusual is finding a wooden GN snow shed still hard at work in good condition out on the Plains near Browning, Montana, in 1964. The problem such sheds solved on the open grasslands was wind-drifted snow. Approaching is the westbound *Empire Builder*.

Sheds also were common on the narrow gauge lines of the Denver & Rio Grande Western as well as on nearly all the railroads that pushed into the Colorado Rockies. Wooden sheds kept employees and equipment operating at the 11,680-foot summit of Rollins Pass on the old Denver & Salt Lake Railway line. Even recently, a new wooden show shed was constructed by the Cumbres & Toltec Scenic Railroad at the 10,015-foot elevation of Cumbres Pass to replace an original D&RGW shed that had protected the summit wye.

We may be mistaken if we too quickly relegate snow sheds into the same realm as cute gazebos, wagon wheel fences, and hand-cranked telephones. Indeed, less than 50 years ago, the removal of a few strategically placed wooden sheds on SP's Sierra Nevada crossing resulted in the entrapment of 226 people for three days aboard the westbound *City of San Francisco*, the death of one employee, and extreme suffering for hundreds of other SP employees who labored under extraordinary snow and wind conditions to rescue passengers and free the train. ◇

Next Issue . . .

JAMES TURNER, WARREN W. WING COLLECTION

Milwaukee Road No. 40ABCD is at Allentown, Washington, with the railroad's dynamometer car soon after the FT was placed in service November 2, 1941.

As the 20th century draws to a close, VINTAGE RAILS highlights 10 significant events from 1930 through 1970, the years the magazine emphasizes in its coverage of railroading.

We have selected the introduction of the FT freight locomotive in 1939 as one of the events. Electro-Motive Corporation (later Electro-Motive Division) sent a 5,400 hp FT demonstrator on a nationwide tour in 1939-1940. Five railroads–first Santa Fe, then Great Northern, Southern, Milwaukee, and Western Pacific–placed locomotives in service in 1941, beginning the diesel transition in mainline freight service. Details about the FT, as well as the other nine significant happenings, are in the first 1999 issue. If you disagree, let us know.

In addition, creative photographs of railroading in Pittsburgh and other features will be in issue No. 16 of *VR*, now published every other month. It will be available November 5 on newsstands and to subscribers.

LETTERS

See You in the Funny Papers

O. Winston Link

There's a small correction we should make in the caption of the photograph on page 5, current issue of VINTAGE RAILS, September/October.

The man in the photograph at Montgomery Tunnel was Jack Hash [with] his son Donald. I asked him to come out there from his office in the [N&W's] PR Department Roanoke on December 13, 1955. I was lucky that night, as I got trains with an A, a Y6, and a J. No planning. At this time, Christmas season, they usually ran two sections, so I always worked there Christmas week.

The article and layout is wonderful! Thanks for the attention!

P.S. Great cover. Wonderful text! Thanks!

O. Winston Link
Mt. Kisco, New York

Way back in 1957 I sent off for my free booklet NIGHT TRICK ON THE NORFOLK & WESTERN and was enthralled with O. Winston Link's nocturnal photographic genius! The impression these pictures had on me was a lasting one and the impetus for my own pursuit of the vanishing American scene with a camera.

Years later, after listening to Winston's audio recordings of the N&W, I gathered the courage to call him in New York and compliment him on his works. I had been kicking an idea around of a picture-taking, railroad-chasing character named O. Winken Blink to use in my comic strip *Gasoline Alley*. Of course Blink was loosely based on Winston in a farcical but respectful way, and people all over the country recognized my intentions and let Winston know it. He seemed to enjoy the notoriety, for it added new dimensions to the old adage, "See you in the funny papers."

I am honored to be mentioned in your fine tribute to a true timeless technician of railroad portraiture!

Jim Scancarelli
Charlotte, North Carolina

Finney & Fans

The article about O. Winston Link in *VR* 14 prompted my recall of a trip I made on Norfolk & Western's Shenandoah Division. As background, I was a student at Virginia Tech (or VPI as it was known then), and usually took the train home between quarters. In spring 1960 I decided to try N&W's No. 2 instead of the previous quarter's choice, Southern's *Birmingham Special*. The then-typical consist for No. 2 was a GP9, some head-end cars, a coach or two, a diner, and the New York Pullman. Regrettably, overall patronage was sparse; two seats per person was the rule. Offsetting this, some of the passengers were regulars with interesting stories about the line and its people.

As we proceeded north, I noticed we were going around some of the curves a little faster than one would call comfortable—not unsafely, mind you, but let's say expeditiously. Just enough that you noticed the lateral forces trying to push you across your seat. However, it conveyed a sense of urgency, reflecting the importance of travel and destination. I mentioned our pace to an older lady sitting across the aisle from me. She speculated that the engineer must be someone she called Finney. As we rounded another curve, the conductor came through the car looking something less than cool and collected. The lady apparently knew him and asked who was running. He replied, "Aw, it's that darn Finney up front," as he unknowingly confirmed she was correct. He recounted additional stories regarding Finney's penchant for fast running on other parts of the division before moving on through the rest of the train. Whether this was his name or nickname, I didn't know at the time. It would be almost 30 years till I found out, by way of another of his fans.

During the ensuing years, the name Finney or Finnie or Finn began to blur. In retelling the story, the exactness of the name became less important than the context of people and their railroad. Still, I was bothered because I could not remember his

name exactly. Not until I read Winston Link's book STEAM, STEEL, AND STARS were all the details brought back sharply. In the text was a reference to Walter Finney, an engineer on the Shenandoah Division. Further along, I found a photo of a K2 crossing a bridge at Arcadia, Virginia. The caption read, "as Walter Finney spurs K2a No. 129." There was that name again, and even better, a visible figure in the cab. But in contrast with the photo's razor-sharp focus, Finney was a vague image, without detail. At first I felt cheated, being so close to seeing what he looked like. Yet the image conveyed a strong impression of his style, stronger perhaps through obscurity than clarity. If you see this book, look at that photo and remember your first impression of Walter Finney in the cab of No. 129.

You'll see what I mean.

David R. Stephenson
Herndon, Virginia

Link, Osborn

I just finished reading (for the second time) this issue, which I just picked up from the local hobby shop; I haven't missed an issue. This is one of the best ones you've printed so far! I can't read enough about O. Winston Link; he sounds like a fascinating character just to listen to.

The best article in this issue is Mr. Osborn's "Through Thick and Thin"; I read this article, by itself, three times! I do hope Mr. Osborn will relate some more of his adventures and misadventures in future issues; I don't believe I've ever laughed so hard while reading a "train" magazine!

Tim Souders
Andover, Kansas

Osborn, Cable Cars

I recently received your issue of VINTAGE RAILS 14. I have never regretted coming on board back in the beginning of *VR*. Your articles are great, as are the pictures.

Unfortunately, issue 14 did have an area which was very disturbing to me. It was the language used in the story "Through Thick and Thin" by Bland Osborn. I understand that Mister Osborn was quoting what others were saying for the most part, but I really take offense when God's name is taken in vain, quote or not. There were other quotes that I could have done without, even though they added "color" to the story. I would appreciate, in the future, that if it is "necessary"

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to use swearing in a story that the words be replaced with blanks or "#%$@*" symbols. You have an excellent publication. Please don't ruin it with foul language which *is* offensive to some of us.

I did enjoy the article "1947 and Powell Street Cable Cars." Being a native of San Francisco and having lived there in the '40s to the early '70s, I can relate to, and remember well, those times. For some reason, I don't think that the tourists discovered the cable cars until the '60s. I say that because we locals were always able to find a seat on the cars before that.

Being a railfan, I was naturally interested in the cable cars, as well as the streetcars, since they do run on the rails. I got to know a number of the crews over a period of time. For a while, I rode the Washington and Jackson line and spent much time talking with the crews at the end of the line. The cars actually didn't lay over at the official end of the line; they went to Washington and Fillmore a block away. There was a little place on the northwest corner which, as I recall, was called Joe's. That was where the crews had their coffee. We used to sit on the steps of an apartment house on Washington and talk about the system. After the tracks on Washington and Jackson were long gone, I moved into that very same building in the late '60s. Who would have guessed?

One of my most memorable memories occurred on the Powell and Mason line at the Bay and Taylor turntable. Back in the '50s the "common people" were allowed to help turn the cars. Being that I traveled the cable lines on a regular basis, I helped turn my share of the little cars. But one day, in my zeal to take a shortcut, I caused about a three-hour delay of the cable car schedule. When you turned the cable cars on the turntable, in order to line up the tracks on the table with those on the street, there was a large steel bar that you would drop into a slot to lock the table in place. There was a point in the travel of the table that you could kick the bar over and let it drag until the ramp for the slot came around, and it would drop in by itself. Well, I felt that if I kicked the bar over a bit earlier, we wouldn't have to worry about it a couple of seconds later. As the table turned and the bar dragged along the edge, we heard a loud clunk, and the table came to an abrupt halt. Only this time none of the rails lined up, and we couldn't move the car or the table. The bar had come up so hard *under* the car that it lifted the car just enough that we couldn't get it out of the slot. It was stuck! And it was my fault! I was advised that it might be wise if I disappeared before the inspector arrived. I took that bit of advice.

I hated to see the reconstruction of the cable cars. I knew they needed it, but a lot of the charm disappeared at that time. There were cast iron signs in the street that let you know that "Cars Stop Here" and other handy things for the gripman to know. There were many places that still had cobblestones between the rails and bordering the rails. I remember when the Broadway tunnel was put in, which cut both of the cable lines running to the north. One, the Powell and Mason, stayed in service with a few minor irritations. The Hyde Street line, it seemed, would never come back. But, thankfully, it *did* come back, and those little cars are still "climbing halfway to the stars." May they continue to climb for many more years to come!

Keep up the good work, and thank you for listening to my complaint.

Bruce D. Quinn
Brush Creek, Tennessee

Cable Cars

I thoroughly enjoyed the article "1947: The Year San Francisco Nearly Lost Its Cable Cars" in the September/October issue.

One rather minor photo caption adjustment, page 84 top left: While the letter board reads "Cal St. Cable RR Co.," this is not really a California Street car. Note a Cal Car on page 86 with its triple open bays as opposed to only two on the Jones Street Shuttle, mentioned in the text, preceding page.

Numbers 60 and 61 were used exclusively on that "dink" service, and the location in the caption bears that out. I know because I changed from the O'Farrell/Hyde car every Saturday morning in those years to reach a now-defunct YMCA.

Tom O'Connor
Sea Cliff, New York

Get a Grip

Enough, already, with the "grip person." I refer to the sidebar on page 88 of issue 14.

There are women who are chairmen of the board. The U.S. Air Force has many personnel of both sexes serving in the various grades of airman (e.g., airman first class; senior airman). "Gripman" is likewise an honorable profession having nothing to do with the sex of its practitioner.

(If you're out for a stroll and listening to your Sony Walkperson, be careful not to be distracted and fall into an open personhole.)

R. J. Powers
Shreveport, Louisiana

Osborn, Sierra

Bland Osborn's "Through Thick and Thin" in your September/October issue was a fascinating account of a now-vanished way of life aboard Santa Fe bunk cars, and his accounts of the runaway motorcar and of the summarily ejected laborer were hilarious indeed.

The Sierra Railroad article in the same issue included a photo on page 39 of SRR compound 2-6-6-2 38, purchased in 1953 from Weyerhauser Timber. After the Sierra dieselized, No. 38 reverted to yet another career in logging service—

J. W. SWANBERG

Former Sierra Railroad No. 38 is still under steam on April 1, 1964, in Railroad Camp, Washington, at work on the Rayonier.

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Photo by Henry Peterson

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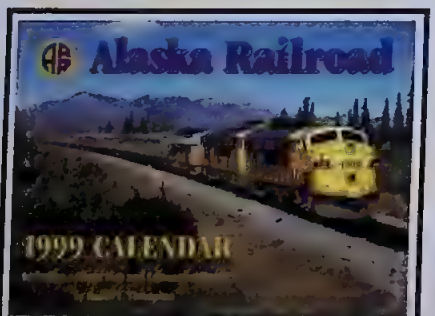

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enclosed is a similar view of her as Rayonier No. 38, steamed up at Railroad Camp, Washington, on April 1, 1964.

J. W. Swanberg
Branford, Connecticut

Corey's B&M

Regarding the caption accompanying George Corey's splendid photograph of Boston & Maine's eastbound *Minuteman* on pages 70-71 of the September/October 1998 issue of VINTAGE RAILS, I would argue that it is the sleeper that is gone from this train and not the "restaurant-lounge" as stated. The car on the rear of the train is probably *Onward* or *Progress*. These were the two Pullman plan 4019B 10 Parlor Chair–Restaurant-Lounge cars (called "Parlor-Restaurant Car" in B&M timetables of the period) on the postwar B&M roster that were frequently assigned to the *Minuteman*. The Restaurant section was available to the coach passengers and was used instead of a full diner on the *Minuteman*. One look at the short consist explains why.

Looking carefully down the side of the car, one can spot the service door at the far end, not to mention the pseudo-observation windows on the vestibule end facing the camera. These are features not typically found on a simple sleeping car.

Although I don't have timetables and OFFICIAL GUIDES at my fingertips just now, photographs of these cars in my collection seem to support my suspicions.

James R. Dufour
Boxborough, Massachusetts

The Real Treasure

I'm writing to say how much I enjoy your magazine, especially the September/October 1998 issue. I can relate very much to the articles by David E. Field and Skip Sassmannshausen. Mr. Sassmannshausen said, "The real treasure, in my boyish opinion, was the huge black locomotive, smelling of sulfurous coal smoke, hot grease, and steam. Tending this iron monster were two grimy men whom I looked upon as gods" [page 23-24]. I well know the feeling behind that quote!

I was fortunate that my father and grandfather were both New York Central engineers. I rode with them both quite a number of times as a boy.

I was lucky to hire out on the New York Central and was able to fire steam engines, the last five years of steam on the Erie Division. During that time I was able to fire for my father and grandfather, quite a thrill for me. In 1991, I retired as an engineer on Conrail after 44 years service.

Naturally I like the articles on steam locomotives the best. Keep up the good work.

Richard A. Berg
Ashtabula, Ohio

Time-Tables

This has reference to the item in John Kelly's Time-Tables: 1940 section of the No. 14 issue (page 30-31) concerning the wreck of NYC train No. 19 at Little Falls, New York.

One of the less well-known facts about this accident which also contributes to the mystery of the cause of the wreck involves the employees who were aboard the J-class Hudson-type steam locomotive. In addition to the regular engineer and fireman (both of whom died), there was also a traveling engineer/road foreman in the cab. This gentleman (Andrew Bayreuther) survived

RICHARD A. BERG COLLECTION

Richard A. Berg poses in the engineer's window of class H-5 No. 1334 on the Youngstown Local, seen here in Andover, Ohio, in 1950.

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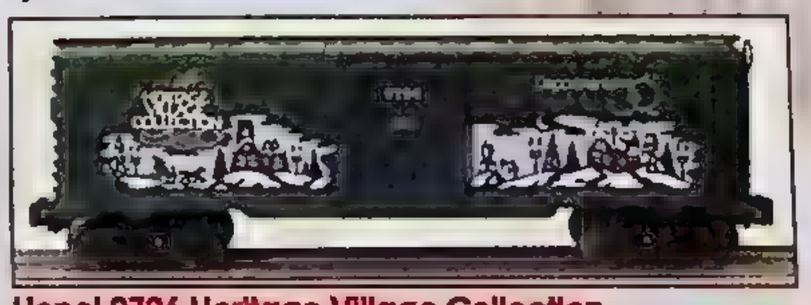

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the wreck and lived into the 1990s. However, he never talked about the wreck of the *Lake Shore Limited* at Gulf Curve.

Given the physical characteristics of the Mohawk Division, most railroaders on that line felt that the ICC's "mental confusion" theory was unlikely. Passenger crews worked between Syracuse and Albany/Rensselaer, about 145 miles. Within that distance, there were enough speed restrictions, curves, changes of gradient, interlockings, grade crossings, track pans, and stations that a crew had to be alert. In addition, the approach to Gulf Curve and its 25 mph speed limit (located on an ascending grade westbound) had enough landmarks to eliminate any possible confusion.

What actually happened in the cab on that April night is open to speculation. However, many Mohawkers felt that all three men were "BS-ing" and simply lost track of their location. Unfortunately, the sole survivor from the head end never explained what really happened.

Incidentally, in the early 1950s, NYC bypassed the curve by building a fill in the channel of the Mohawk River. Although this is the present right-of-way used today by Amtrak and Conrail, the old roadbed, the rock wall, and the Dolgeville Branch gradient are visible to the knowledgeable observer.

S. H. Lustig
Mayfield Heights, Ohio

14th and G, 1955

No mystery, just an unusual placement of the "trolley" wires. The trolley pole is indeed in the stowed position; Washington streetcars (both Capital Transit and later D C Transit) running in the streets of at least the downtown area, and if memory serves throughout the District, took power from electric wires buried in conduits in the streets. (Congress took a dim view of trolley wires spoiling the magnificent vistas of the capital city.) The conduits looked very much like the those used for cable-car cables in San Francisco today but contained electric wires rather than a moving cable. The cars had a plow-like device extending into the conduit to actually pick up the current.

Lines extending into Maryland did indeed use the normal trolley wires, which is why the trolley pole is on the car in the photo; changeover took place over "pits," openings wide enough to raise the "plow" out of the trench, at or very near the point where the cars crossed the District/Maryland line.

The system was unusual, but not unique: New York City used much the same method for its trolleys, particularly in Manhattan.

James J. Corbett
St. Louis, Missouri

(Editor's note: We received several similarly helpful explanations regarding the wireless trolley from readers as far away from 14th and G as Oregon.)

Indiana Railroad

Just picked up my first issue of your great magazine (July/August 1998) and especially enjoyed the article about Indiana's All-American Interurban, the Indiana Railroad. Our family moved to Andrews, Indiana, which is in Huntington County, right after WW II. Many of my friends there remember riding the IR, and many remnants are still visible today in that area. The IR was just north of downtown Andrews on the other side of the Wabash River. I recall once seeing an old photo of that area taken during the big flood in 1936, I believe. Here was what appeared to be a large lake with only the poles and overhead wire visible passing above the water.

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The area between Huntington and Wabash is an interesting transportation corridor. Including the active routes and the abandoned routes, one can see five different modes of transportation, often all within sight of each other. First, the Wabash River was used by Native Americans and settlers into the area. Second was the short-lived Wabash and Erie Canal. Third was the Wabash Railroad (now Norfolk Southern), still rolling a lot of freight every day. Fourth came the Fort Wayne & Wabash Valley Traction Company (later Union Traction Company and then Indiana Railroad). Fifth was a vastly improved U.S. Route 24, a very scenic drive through all of this area from which all of the above can be seen. Other remnants of the interurban era can be seen in and around Fort Wayne as well.

When my wife and I were dating, we often parked and sparked at a secluded spot we drove to along the old right-of-way just outside of Andrews. My memories of those days are vivid! Ah, young love!

Drake E. Omstead
Chesterton, Indiana

I have ridden Indiana Railroad cars in Indiana and have read just about all that has been published about this "All-American Interurban." So I feel it is possible, as well as necessary, to say that William D. Middleton's article in July/August VINTAGE RAILS is the best summary of IRR history that I have read: cogent, entertaining, but nothing essential has been omitted.

A note from personal experience: When the traffic light changed to green and an IRR high-speed interurban took off, no automobile of that time had the pickup to match its surge forward.

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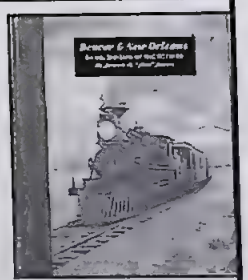

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Memories From Along the Lines

EDITED BY JAMES P. ZIEGLER

The Pineapple Railroad

America is the only country in the world which sends its army to war in sleeping cars. So said an observer at the outbreak of the Spanish-American War. And thus it was during the first half of the 20th century. The role of U.S. railroads in the victories of World War II is well chronicled. Less heralded is a narrow gauge "pineapple railroad" in Hawaii which did its duty for the war effort without the bravos showered on its standard gauge cousins on the mainland.

In early July 1944, one of the U.S. Army infantry divisions trained as an amphibious landing force embarked from San Francisco for Hawaii. Following the attack on Pearl Harbor, the island paradise had been transformed into a huge advance training area. It was the jumping off point for combat units committed to assaulting Japanese bastions in the western Pacific.

As an infantryman in the division, I felt a sense of grand adventure but was relieved that the five-day voyage to the Hawaiian Islands on a merchant marine–crewed Army transport was uneventful, except for the *mal-de-mer* striking randomly among the troops. Debarkation took place at Honolulu's downtown docking facility, familiar to peacetime cruise ship passengers. The landmark Aloha Tower, masked in drab camouflage paint, seemed to stare down at the unloading scene in tired resignation, as if longing for the time it could revert to its glamorous pre-war white mantle.

Narrow gauge railroad tracks ran the length of the pier. The few rail aficionados among us, pressing for a better view, hoped that presently we might see what type of rolling stock plied these diminutive rails. This reverie was broken up by shouted orders to gather up our gear and duffle bags. After having struggled down the steep gangway, we were mustered in somewhat loose formations on the quay. An informal march of about a block, made awkward by the clumsy equipment, took us to a paved parking area. On a stretch of the "miniature" track sat a trim little Mogul tied to a string of 20 gondola cars with an open-platform passenger coach bringing up the rear. Crisp serifed lettering on the tender proudly identified this 2-6-0 as belonging to the Oahu Railway. It was a wood burner, but we found out some of its counterparts had been converted for oil. A small storage yard came into focus farther down the street. Its tracks held some gondolas, high-staked flatcars for sugar cane loading, boxcars whose gapped slatting make them look like cattle cars, and some tank cars. About a dozen open-platform passenger cars completed the inventory. Complementing the picture was a traditional wooden water tank on stilts. It was truly a Lilliputian railroad with all the trimmings of the big lines.

Our battalion numbered roughly 1,000 men. Fifty of us were crammed into each of the gondolas coupled behind the patient 2-6-0. Sitting down proved difficult unless one was prepared to be called up short for squishing the baggage. The gondolas were outside framed and planked with wood worn smooth by years of cradling soft cargoes. A little basic math supported the Army's choice of the narrow gauge as troop transport: Hauling an equivalent group around the island by highway would require about 50 standard Army 2 ½–ton, 6' x 6' trucks and lots of gasoline.

The purpose of the coach soon became apparent. Boarding it were the 30 or so officers of the battalion, who could ride in comparative comfort to a destination which was still a mystery to us. Presently the little engine eased out the slack, and our train clattered through the lead switches

BILL BLEWETT PHOTO; COURTESY HAWAIIAN RAILWAY NRHS

Oahu Railway 2-8-0 Consolidation No. 22, built by Baldwin in 1902, heads up a troop train bound for Schofield Barracks at Wahiawa, in the center of the island. It is 1944, and these soldiers will probably be fighting in the Pacific Theater before long.

of the yard and slowly passed a multi-story factory building topped by a large water tank in the shape of a pineapple. In a flash our culinary experts in uniform identified the building as belonging to the Dole Company. Women workers cheered us from open windows and lobbed samples of the ripe fruit down to eager hands. The catches would do credit to present day wide receivers.

The singletrack right-of-way paralleling the raggedly notched coastline had been laid between the ocean and a two lane road (highways 72-83 to today's residents). The landscape on the interior side of the road had a varied topography: narrow plains and hills rudely interrupted by jagged volcanic outcroppings. The scenery was spectacular but likely not appreciated by the young soldiers whose main concerns were the same as those of their kind the world over—eating, sleeping, and leave-taking. Facing the sea every mile or so was a gun emplacement. Interspersed among these reminders of the invasion jitters of 2 ½ years before were unpretentious dwellings with veranda-like porches and corrugated tin roofs. An occasional country store flanked the road. To ease the tedium of the ride, some of the "passengers" exchanged waves and boisterous shouts with civilians walking or driving along the coast road.

Details of signal practices on the Oahu Railway at the time have faded. Passing sidings were located where beachside was widest. Our first meet was with an opposing train carrying a mixture of pineapples and sugar cane. As the two trains sawed by each other slowly, it was child's play to help ourselves to the luscious goodies. The train crews ignored this larceny. Our train chugged around the southern part of Oahu and then turned north through coastal settlements with lilting names typical of the magic workings of vowels in the Hawaiian language: Waimanalo, Maunawili, Kailua, Kaneohe, Kahaluu.

Word from the coach was passed up that our destination was Camp Kahuku on the northern tip of Oahu, some 96 twisting rail miles from Honolulu. We did not know this trip would take six hours, a hearty average of 15 mph! About halfway to Kahuku, smoke in the distance signaled another meet. As this inbound train got near enough for us to discern its cargo, a strange quiet settled over our passengers. As the trains passed each other slowly, it became clear why the subdued atmosphere. Here were troops in full battle gear, their weaponry close at hand, sandwiched into the ubiquitous gondolas, a marked contrast to our group in dress khakis. We now figured out the destination of the inbound train was dockside in Honolulu and embarkation to the combat zone. The tanned faces of these fellows were grim, and they stared as if resentful of our excursion-like appearance. Maybe they wished they could trade places and stay in training, never having to face the ultimate dread. Likewise, no one in our group wanted to be in their shoes. Within a month we learned of the invasion of Guam. Now we knew for sure the destination of those anxious GIs who passed us on the Oahu Railway in July 1944. Other invasions would follow in rapid succession.

Kahuku was now less than an hour away. That meant food and rest and some diversions to help us forget the true mission. Many hours at the jungle training center would remind us of what we were about. Soon would come our turn to take that ride back to Honolulu on the funny little train. Six weeks from that very day it happened.

Camp Kahuku was phased out at war's end. The north shore of Oahu is now a posh resort area. The Oahu Railway is no more.

Joseph Howard
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ROBERT L. RAMSAY

While CN FP9A 6506 backs along the main line, returning to the shop for servicing at Symington Yard, 6507 prepares to depart with train No. 1, the *Super Continental*, in June 1976.

Hooked on F Units

In the seventies and eighties, I lived in Winnipeg, Manitoba, a western Canadian city that once promoted itself as the Chicago of the North because of its rail and warehousing activity. From my 20th floor apartment, I had a grandstand view of Canadian National's Union Station on Main Street. I could study switching activity in the East Yard, with its rows of freight sheds and storage tracks of surplus passenger equipment. I could watch freights, pulled by CN's 9500 series wide-cab locomotives, snaking their way across the Red River and past the cavernous train shed behind the station.

However, when it was time for the *Super Continental* to arrive from the east, I wanted to be trackside; so grabbing my camera bag and tripod, I hurried down to the station. There I was indulged by CN police and train crews, who winked at my encroachment on "employees only" territory. Perched on the fence at the west end of the train shed, I waited for the warning honk of the diesel horn as CN's action red, and later VIA's blue and yellow 6500 units brought the 15- to 20-car transcontinental into the shed.

In those days train No. 1's schedule allowed for almost two hours' layover so the train could be serviced before continuing the second half of its journey to Vancouver. As soon as passengers had detrained, porters busied themselves changing linens and sweeping out the corridors. White sacks containing soiled laundry and trash were flung out of sleeping cars onto the platform, while further ahead vans pulled up to the dining car to restock supplies. When those jobs were completed, the loudspeakers crackled to life: "Stand clear of train No. 1 while switching takes place." Then No. 1903, the crocodile-like GMD-1, moved into position at the rear, where it broke the train behind the dining car. Sleeping cars that had come through from Toronto and Montreal were drawn back, then rolled forward to connect with one or two additional sleepers and one of the former *Hiawatha* Superdomes that CN had christened "Sceneramic Lounge" cars. The expanded rear section was then reattached to the dining car. If it was the middle of winter, one of CN's steam generator cars might bring up the rear, so that a long train could be heated from both ends.

Interesting as this rear action was, my main point of interest was the head end, for I was unashamedly addicted to those carefully maintained 6500s. I couldn't get enough of their dependable, throaty idle. In those days there were usually three units on the front end, often in an A-B-A or A-B-B configuration. Shortly after the train had arrived, they were detached and taken over to the servicing facility in CN's Symington Yard. To maintain heat in the passenger equipment while deprived of the steam generators, a connection was made to the station's steam lines. About half an hour later, a fresh consist of F units rumbled across the Red River bridge, coasted down the main line past where I was sitting, and with three short toots backed up to the baggage car.

One red-letter day the outgoing engineer came over and asked if I would care to have a look inside the lead unit. In two seconds flat I was sitting in the fireman's seat as he pointed out the controls, which seemed remarkably few in number. Then he lead me back into the engine compartment where the diesels throbbed promisingly and the steam generator hissed and gurgled.

Days when No. 1 was running late, the three fresh engines would already be waiting under the shed when the train arrived from the east; and what an F unit junkie's delight that was as all six units throbbed in unison! No wonder Kodak had no financial worries in those days.

As departure time approached, the speakers crackled to life again: "All aboard. Train Number 1, you are cleared to depart." From my perch on the fence, I heard the doors clang shut and the

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a watercolor by Gil Reid

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conductor's signal sound in the cab unit. Following two toots on the horn, the brakes were released. The anxious F units edged forward like nervous thoroughbreds. Then, given some rein, their eager cylinders revved just enough to set the ventilation grills vibrating; and with the easy rumble of well-lubricated roller bearings, the *Super Continental* glided out of the shed.

Robert L. Ramsay
Victoria, British Columbia

Lazy Day Ride on the Patagonia Local

There we were, sitting on the abutment of the highway bridge. Our feet were dangling over the edge as we contemplated the railroad running along the river below us. Our quandary was what to do on this lazy, warm July day in southern Arizona in 1952.

I was in Fairbank, on the old SP South Line, with my best friend Eugene Sledge. My dad was the section foreman six miles downriver, but Eugene's dad, Smoky, was my hero. He was the powder monkey for the El Paso Division. Dad said working with dynamite was a job where your first mistake would be your last. My 11-year-old mind couldn't comprehend why anyone would make his living this way, even though I admired him immensely.

Off in the distance we heard the chug-chug of the local train coming from Tucson. As we looked at each other, we suddenly knew our day would be expended riding this train up the branch line to Patagonia.

We got off of our abutment and ran the block to the depot, getting there just as our ride chugged into the station. The brakeman and conductor knew we were railroad brats, so we didn't need a ticket.

This local, powered by an early century Consolidation, consisted of a couple grain cars, a tanker, and maybe a dozen cattle cars, with the baggage-passenger combine bringing up the rear. We climbed on the combine and had our choice of seats, since we were the only occupants except for the conductor and the brakeman.

The brakie switched us off of the main onto the branch line. The stack barked as the engine labored up the little Babocamori River, which was lined with huge cottonwood and mulberry trees. After 20 miles the creek opened up to a grassy plain as we headed upgrade to the small settlement of Sonoita. We set off all the cattle cars at the stockyard, recoupled, and proceeded on through the gamma grass plains toward Patagonia.

After a few miles we climbed toward juniper and pinion trees as we rounded the end of the Canelo hills and journeyed 10 miles down Sonoita Creek to our destination.

Bud Yarbrough, the conductor, and Buddy (I never knew his last name), the brakeman, were glad to have a little company on this triweekly trip, and they filled our ears with tales that (who knew if they were true?) we chose to believe.

They asked us to get them some candy at the little general store while they switched out the oil tanker and grain cars. The town of Patagonia was built around the railroad right-of-way and included a

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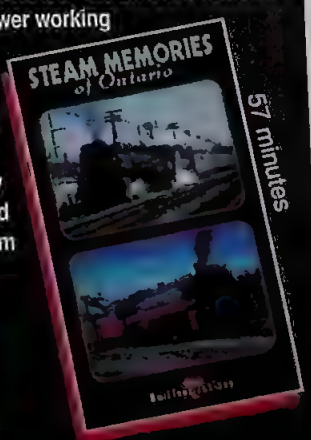

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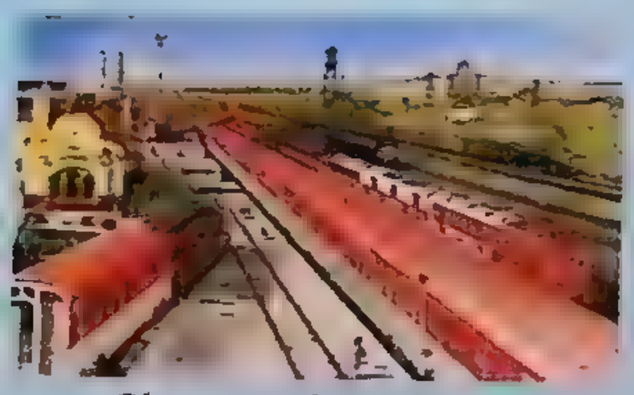
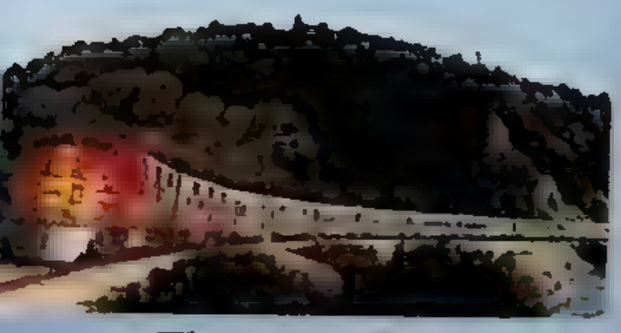


Changing of the Guards

The Texas Special

Steams Glory Days

Southern Belle



The Texas Chief

Memphis Central Station

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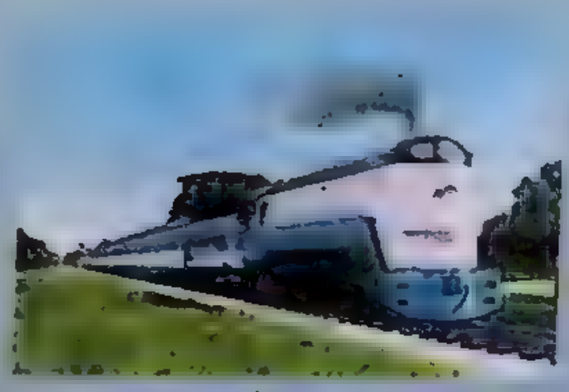
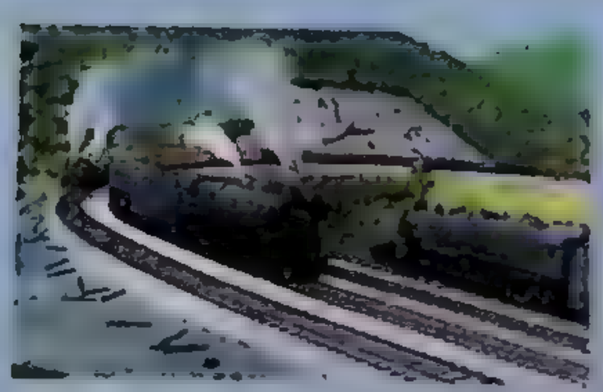
The First Eagle



City of Memphis



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store, café, service station (with a single hand-levered pump), a few houses, and a two-storied depot.

Our errand complete, we headed back to the depot to visit with Marge, the operator, and help her transfer the freight to and from the combination car that had been switched off in front of the depot. Her teenage daughter, Sunny Lou, redheaded like her mother, yelled down to us from the upstairs residence to come up and get a sack of fudge she had just made for the train crew.

Sunny wanted us to stay with her until the train returned two days later, but staying was out of the question. Our parents didn't even know we were riding the train, so we had better get right back.

There was no wye nor turntable at Patagonia, nor were there cars returning to Sonoita, so the engine coupled cowcatcher first to the passenger end of the combine. This made for a noisy ride, but we made it even noisier by riding in the vestibule so we could watch this monster get us back down the mountain.

The 2-8-0 left us when we got to Sonoita to turn on the wye and pick up six of the cattle cars which had been loaded by cowboys from the Mule Shoe Ranch while we were gone. We were now coupled to bellowing, smelly cattle for the next 25 miles back to Fairbank. We didn't mind though, because we were being entertained by stories by old man Escapoole, the foreman of the Boquillas ranch, who had hopped aboard to ride back to his place.

We got back to Fairbank just as my dad was pulling up to the depot on his motorcar to take me home. As we putt-putted the six miles up the gorgeous San Pedro River to Charleston, I pondered over a trip that meant a lot less to me then than it does now, some 45 years later.

The branch line from Fairbank to Patagonia is long gone. The South Line which ran from Benson Arizona all the way to El Paso, Texas, is no longer in use. A lot of it no longer even exists. But a tourist train still runs daily the 25 miles from Benson to Charleston and back. This section of the San Pedro River is now a conservation district, only accessible by this train or on foot.

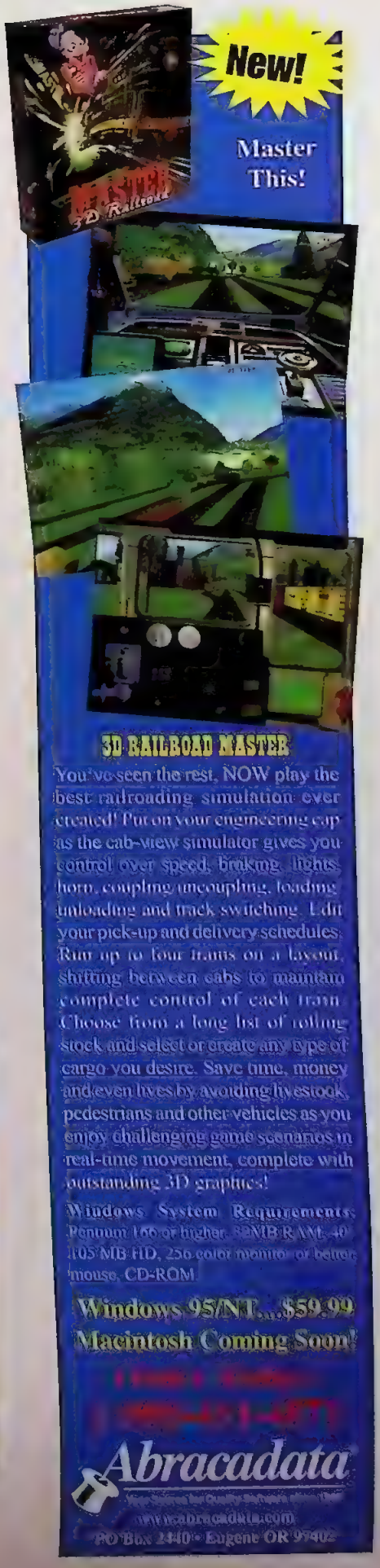
Frank Smith
Mesa, Arizona

A Circle, a Vestige, and the CGW

It's odd how a beat-up, abandoned depot along an abandoned right-of-way of a railroad that itself has been gone of almost three decades could become one of my life's little circles. You see, back between 1965 and 1967 my dad was molding me into the railfan that I am today with his baby-sitting techniques. While my mother was at work, we would drive from our home in Platteville, Wisconsin, to East Dubuque, Illinois, where we'd park ourselves between the Burlington's Chicago–St. Paul main and Illinois Central's Iowa Division main line and watch trains. Though I was only a toddler at the time, I do remember *Zephyrs* and Chinese red and IC black. But one thing we never saw was a CGW freight. CGW had trackage rights through the area over the Burlington between Galena Junction and Portage and

MIKE NELSON

Chicago Great Western train No. 192 heads east past Pearl City's concrete block depot on September 8, 1966, behind a brace of F units. The depot was torn down in 1997.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passenger trains roaring through, accompanied by my mom bemoaning the NYC cinders descending on her wash hung out on the line to dry.

Dad had occasional passes on the Central. He was a great fan of the New York Giants, having played semi-pro baseball with Hal Schumacher, and I was a rabid Brooklyn Dodger fan. At the time, it seemed that the Dodgers and Giants were always in the National League pennant race. So, in the early 1950s, Dad used his passes for father-son weekends in New York City, mainly to attend Giant-Dodger baseball games.

What an adventure for a young boy to board the local in Little Falls with his railroad man dad! Usually a couple of other father-son pairs accompanied us. As soon as the train left the station, we kids were off on a tour of the coaches, swaying slightly. As kids, we had to check out the facilities naturally, and had to get a drink of water with one of the little cone shaped cups provided in coach. I'll never forget the passing of an oncoming train on an adjacent track, rocking the cars and frightening us with the noise. The fast passenger trains were by in seconds, but the freights seemed to go on forever. We always rode coach, and it was a definite local, stopping at Fonda, Amsterdam, Schenectady, Albany, and changing from steam to electric at Harmon for the underground trip into that cathedral known as Grand Central Station. Can you imagine (maybe you experienced it, too) the overwhelming feeling a young boy had emerging from the train tunnels into that impressive place? Little Falls had a population of under 10,000, and here we were in New York City! We rode the city subways (BMT and IRT as I recall) to our hotel. The subways were not places to be feared as they are now. More rails, more adventures. The advertisements up on the inside car walls were fascinating.

Baseball at that time was rightfully the national pastime. Players had time for kids, and I doubt that my hero, Gil Hodges, made more money than my dad. We went to the games either at Ebbetts Field in Brooklyn or the Polo Grounds in New York. The ballplayers were very accessible, and I learned from the local kids to give them a self addressed postcard as they entered the field: You would (without fail) receive the player's autograph in the mail. Wonder what happened to all those autographed postcards, Mom? I remember one three-game series at the Polo Grounds that the Dodgers swept. Duke

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BY JOHN KELLY

Katy: Serving the Great Southwest

JOHN KELLY COLLECTION

The Missouri-Kansas-Texas, affectionately known as the "Katy," began in 1865 as the Union Pacific Railway, Southern Branch (the road had no corporate connection with Union Pacific proper). Building southwest from Junction City, Kansas, the railway was renamed Missouri, Kansas & Texas Railway in 1870, and then M-K-T in 1923. With its partner the Frisco, the M-K-T jointly operated such well-known passenger trains as the *Texas Special* (St. Louis to Dallas/Fort Worth/ San Antonio) and *Bluebonnet* (Kansas City to the same destinations). The 1953 M-K-T public timetable listed the *Texas Special*, No. 1-11 southbound, departing St. Louis Union Station at 5:30 p.m. and arriving in San Antonio the next afternoon at 1:55 p.m. Northbound, No. 2-12 left San Antonio at 12:01 p.m. and arrived in St. Louis the next morning at 8:10 a.m. The train operated via Frisco rails from St. Louis to Vinta, Oklahoma, where it entered M-K-T's main line, traveling through the heart of the Southwest. The grandeur of the Lone Star State, with sprawling cattle ranches and rich oil wells, could be enjoyed aboard the streamlined *Texas Special*, resplendent in shining stainless steel, maroon and cardinal red.

The end of the Korean War in 1953 brought increased traffic to the Katy as freight trains moved oil tank cars and other commodities northward from Texas. But the new business was hard on the railroad's physical plant, and track deterioration, coupled with the 1950s' drought, hurt the Katy.

Like many regional railroads of the era, Katy struggled through the 1960s. John W. Barriger served as president for five years. Ultimately, the M-K-T became part of Union Pacific. The Missouri-Kansas-Texas is remembered for its classic American railroad image, with bright yellow boxcars and cabooses, and for its slogan, "Serving the Great Southwest."

Federal Express Runaway

Thursday, January 15, 1953, dawned cloudy as train 173, Pennsylvania's crack *Federal Express*, running 18 minutes late and 80 mph on its overnight run from Boston, entered the interlocking limits two miles from Washington Union Station. As the engineer on Pennsy GG1 No. 4876 tugged on the air-brake lever, the 16-car train slowed to 60 mph. Another pull on the lever brought the train down to 50 mph, but a third air-brake application failed. The engineer then tried putting the train into full emergency braking, but the train continued. Only four city blocks from Union Station and traveling 40 mph, the engineer desperately sounded the air-horn's staccato, "runaway" call. As the train passed K Tower, signalman John Feeney telephoned Union Station to clear the concourse. Upon impact with Track 16's end-block bumper post, the GG1 reared upward as it burst through the stationmaster's shed and into the station wall with a shower of sparks from its pantograph. The engine came to rest on the concourse floor, but the floor gave way under the engine's 230 tons, and No.

4876 fell into the basement. Fortunately, no one was killed, but 43 people required hospitalization. Investigators determined a frozen angle-cock valve under the third coach caused the accident. The time of the collision was 8:36 a.m. according to the stationmaster's clock, found crumpled and broken in the debris.

Western Pacific's Birthday

In 1953, Western Pacific celebrated 50 years as a railroad. A parade of vintage automobiles carried Western Pacific officials over the San Francisco–Oakland Bay Bridge to the road's passenger station in Oakland. From Oakland, Western Pacific ran a special 1903-style train to Sacramento, where old and new railroad equipment was on display. Guided tours of company facilities included train dispatchers showing how they handled train movements between Oakland and Portola, California, a distance of 321 miles. Part of the Oakland-Portola trek followed the Feather River Canyon, where surveyor Arthur Keddie in the 1870s had sited a wagon route. It was this scenic "Feather River Route" that became synonymous with the *California Zephyr*, one of the most remarkable and well-liked passenger trains ever to cross the continent.

Super Domes

The Milwaukee Road's full-length Super Dome cars Nos. 50-59, built by Pullman-Standard, arrived on the property in 1952. The road invited passenger agents to Chicago on December 9, 1952, for a preview trip to Rondout, Illinois, on the new equipment. The cars rode on six-wheel trucks and stretched a full 85 feet in length. Each car contained 68 seats in the dome section and 28 seats in the lower section, along with a buffet. Passengers seated in the dome section had unobstructed views of the passing scenery in all directions. The Super Domes presented a sleek, powerful image to the traveling public. The exterior of the new cars was painted in Milwaukee Road's orange and maroon scheme. The Super Domes entered revenue service January 1, 1953, with six assigned to the transcontinental Chicago-Seattle *Olympian Hiawatha* and four to the Chicago–Twin Cities *Hiawatha*.

Automatic Train Stop

Chicago & North Western's passenger route of the *Twin Cities 400* between Chicago and Wyeville, Wisconsin, (235 miles) was protected by an Automatic Train Stop system, designed to apply the locomotive brakes if engineers disregarded wayside signals. The system allowed the C&NW to continue running 100 mph to Milwaukee and 95 mph beyond to Wyeville, under new Interstate Commerce Commission rules.

Train stop equipment included a receiver applied to a diesel locomotive's rear journal box on the front truck. The receiver operated in conjunction with inductors at wayside signals so that, if a signal displayed a "high green" aspect, contacts in the signal relay came together in a closed circuit and the receiver of a passing locomotive inductively received a clear signal. If the signal displayed other than green, the receiver of a passing locomotive was triggered to apply the brakes, unless the engineer used his acknowledging lever. The Automatic Train Stop equipment was installed on 279 locomotives at a cost of $1,400,000, plus $375,000 for wayside signal equipment.

DEAN LEVIN COLLECTION

Pennsylvania Railroad's *Federal Express* crashes into Washington Union Station and falls into the basement.

Why Not Trains?

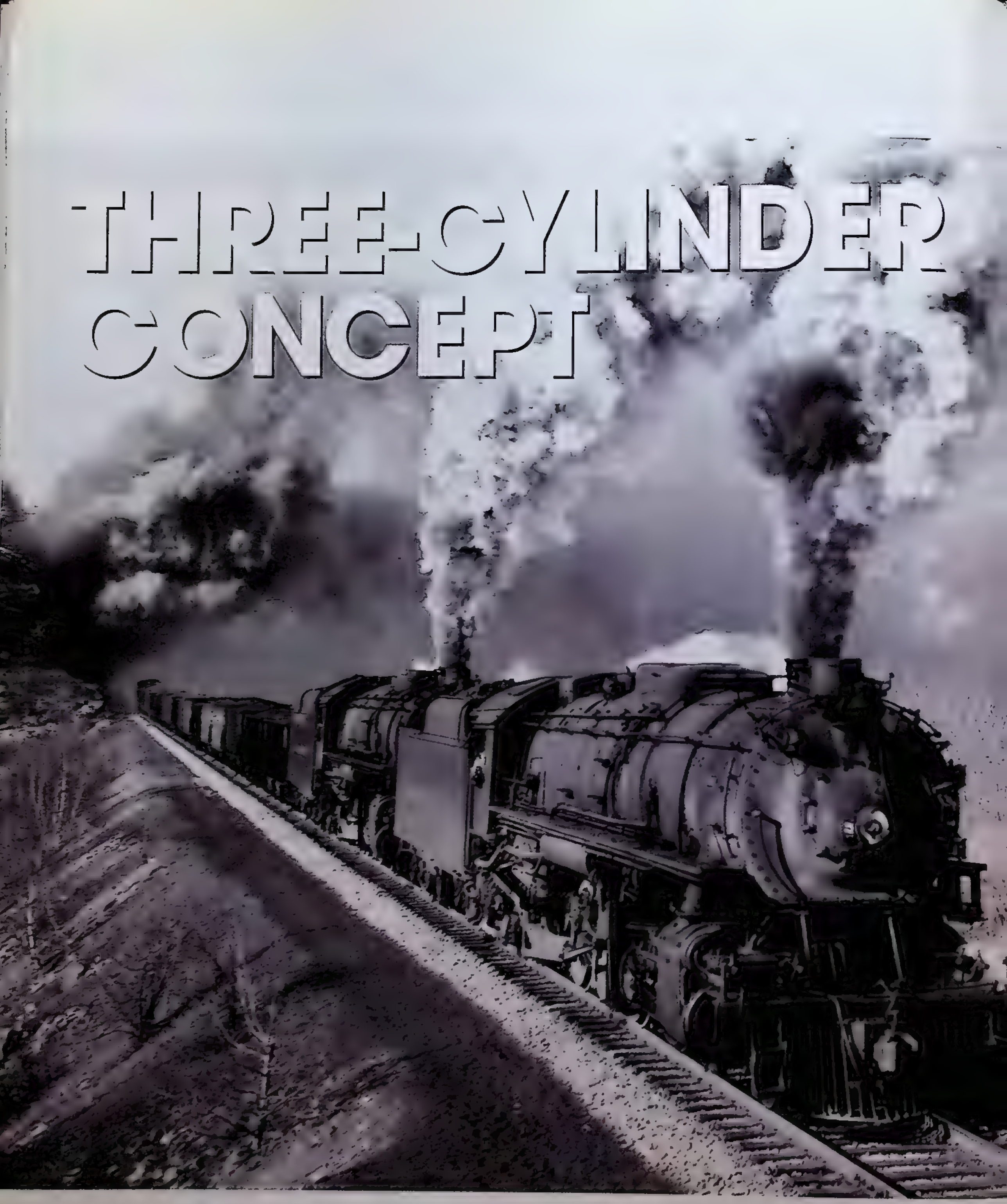
RAILWAY AGE (April 6, 1953) reported on Interstate Commerce Commissioner Anthony Arpaia's speech to the Seventh Rail Transportation Institute of the American University. Arpaia said, "Railroads seem to have disregarded the fact that passengers have moved away from the heart of the city ... they have ignored the fact that the automobile affords door-to-door service."

The commissioner suggested that railroads meet the changed conditions by bringing the station to the suburbs and praised the New York, New Haven & Hartford Railroad for building a new station and parking lot at Canton, Massachusetts, 15 miles out of Boston. Arpaia also advocated repeal of the 15 percent tax on passenger fares enacted during the war to discourage travel. "It should be repealed to do the reverse," he said, "to foster the use of public transportation; the nation needs rail passenger service."

Renaissance

In a photo essay called "Renaissance of the Rails," LIFE magazine said railroading's "$8 billion modernizing program involves devices like giant ditch reamers. Herculean tie yankers, automatic ballast cleaners, electronic humps, clickless tracks." The magazine praised the efforts, but noted that railfans would be facing "with the new use of ribbon rail, the gradual silencing of railroading's very trademark: the 520-to-the-mile click of the wheels." ◇

THREE-CYLINDER CONCEPT



ROBERT F. COLLINS

Next time you visit the locomotive exhibits at the Los Angeles County Fairgrounds, the National Museum of Transport, or the Franklin Institute, take a look at Union Pacific 9000, Southern Pacific 5021, Alton & Southern 12, or Baldwin 60000. Not only are they huge engines, but they are the only surviving examples of 261 three-cylinder locomotives constructed between 1922 and 1938. Look beneath the boiler between the first and second drivers, and you will see the crosshead, guides, and main rod for the third cylinder, which is hidden between the two outside cylinders.

By Robert A. Le Massena

These four locomotives are the ultimate versions of a concept that began on the Philadelphia, Wilmington & Baltimore Railroad in 1848, when two two-cylinder engines were modified to accommodate three cylinders. The reason for the conversion is not known, but it is possible that these small engines (0-4-0 or 2-4-0) wobbled excessively. A three-cylinder configuration would have improved the balancing of the reciprocating parts, thus reducing the annoying wobbles. This novel idea lay dormant for 32 years and was revived by the Pennsylvania Coal Company (near Wilkes-Barre, Pennsylvania) in the form of four 0-4-0 mine switchers. Then, in 1892, the Erie & Wyoming Valley Railroad persuaded Baldwin to construct three center-cab 2-6-0s with three cylinders. Although the draftsmen and shops managed to cram the additional main rod, crosshead, and guides plus three sets of Stephenson valve gear inside the engines' frames, maintaining and lubricating this intricate assembly must have driven the railroad's shop forces to drink.

valve gear from between the frames, designers had space for more robust machinery, as well as the capability of dividing the propulsion forces between two axles. A locomotive with lighter machinery could run faster without damaging the track; and one with three cylinders could produce more power, provided that the firebox and boiler were enlarged also. It appeared that this new device was as revolutionary as the superheater had been just a decade previously.

Alco began immediately promoting this reincarnation of an old idea and in 1922 and 1923 rebuilt two 1916-vintage New York Central 4-8-2s. In addition to the three cylinders, the engines were equipped with a new superheater, feedwater heater, trailing-truck booster, and a slight increase in boiler pressure. The engines could start heavier trains, and they probably consumed less fuel and water, but the NYC appeared more impressed by the appliances than by the cylinder configuration. After a few years of service, the engines were converted back to two cylinders, but the other modifications became standard features on the railroad's subsequent two-cylinder 4-8-2s.

The first new modern three-cylinder locomotive was erected in Alco's plant at Dunkirk, New York, in 1923 for the Lehigh Valley. It was a 4-8-2 with principal dimensions similar to those of NYC's engines, but with a firebox 30 percent larger. Unlike the NYC engines, the outside cylinders drove the third axle, and the locomotive lacked the booster engine, feedwater heater, and new superheater. Nevertheless, the railroad was so impressed by its test trips that it ordered five more for 1924 delivery. For 15 years the engines worked out of Wilkes-Barre in all kinds of service. They were then rebuilt as two-cylinder locomotives with integrally cast beds, Boxpox drivers, and 12-wheel tenders.

During 1924, Dunkirk also produced a 4-6-2 for Rock Island, a 4-6-2 and a 2-8-2 for Louisville & Nashville, and 10

ROBERT A. LE MASSENA

UP 9000 blasts past the photo line assembled during the farewell fan trip in March 1956 on her way to preservation at the fairground in Los Angeles.

RICHARD H. KINDIG

National of Mexico 130, one of six Pacifics built by Alco in 1928 for export, shows off her Gresley valve gear while in passenger service at Apizaco, Mexico. She wears footboards for switching service.

huge 0-8-0s for New Haven. The CRI&P and L&N did not order additional engines, but NYNH&H liked the switchers enough to buy six more in 1927. After a decade of use, Rock Island scrapped its 4-6-2, while L&N waited 15 years before rebuilding its 4-6-2 with two cylinders. The 2-8-2 worked as a hump-yard pusher until 1950.

Alco vigorously marketed its three-cylinder concept in the mid-1920s. The Rock Island 4-6-2—the first three-cylinder locomotive built for a western road—was displayed in Chicago December 27, 1924, and motive power officials from many roads were invited to inspect it.

American constructed 24 more three-cylinder locomotives during 1925, while Baldwin built just one: an 0-8-0 switcher, which weighed more and had greater tractive effort than those of the NYNH&H, for the Belt Railway of Chicago. Missouri Pacific received a 4-6-2 and a 2-8-2, which it operated for a few years before converting to two cylinders. Five 2-8-2s went to the Wabash. They ran for almost 20 years before being dismantled; their boilers were used as the basis for five modern 80-inch-drivered 4-6-4s. None of these railroads ordered additional engines. A big surprise came from the Lackawanna, which had received five big 4-8-2s from Alco in the previous year. The designers used the same style boiler and firebox but mounted them on 73-inch drivers, six inches larger than previously. A modest increase in weight boosted the rated tractive effort to 61,000 pounds, enabling the locomotive to start a heavier passenger train and to run faster with it with less track damage. The first two engines had Baker valve gear, the last three had Walschaerts, and all were equipped with front-end throttles. After five years of service over the mountains between Scranton, Pennsylvania, and Hoboken, New Jersey, the DL&W rebuilt them as powerful two-cylinder engines and increased their boiler pressure and tractive effort. In view of DL&W's subsequent purchases of three-cylinder 4-8-2s, this modification remains an enigma.

During the 1920s, Southern Pacific had been assembling a fleet of 4-8-2s and 2-10-2s, complementing a roster of old and slow 2-8+8-2 compound articulateds. What SP needed was an engine with the power of a 2-10-2 and the speed of the 4-8-2, and it attained both features in a new wheel arrangement—a 4-10-2 with three cylinders and a trailing truck booster. Weighing much less than the Mallets, the new engines had larger boilers and fireboxes, greater steam pressure, larger drivers, and more tractive effort.

RICHARD H. KINDIG

Above: All American 4-10-2s were built as three-cylinder machines, and Southern Pacific had the largest fleet—49. The 5038 shows off her typical Espee good looks at Los Angeles, November 3, 1942.

Right: The Baldwin Locomotive Works managed to curb its enthusiasm over the three-cylinder concept, building just a dozen. (The only three-cylinder locomotives built by Lima were Shays.) Since Alco alone was licensed to use the Gresley conjugated valve gear, Baldwin's engines had to use either Joy valve gear to operate the third cylinder, or a double valve gear arrangement on the right side of the engine. Shown here at Chicago's Clearing Yard in May 1947, Belt Railway of Chicago 150 rolled out of Baldwin's plant in 1925 and was among the most powerful of the three-cylinder 0-8-0s; it was equipped with a stoker, a great asset for long transfer runs in such a large terminal area.

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Bottom right: Alco's Brooks Works at Dunkirk, New York, built three porcine 0-8-0s for the Indiana Harbor Belt in 1927. Weighing 294,000 pounds and equipped with a booster on the lead tender truck, they were arguably the most powerful non-articulated switchers ever built. These locomotives were selected as prototypes for a very popular O-gauge model, and hundreds can be found in basements from coast to coast. Here, the 101 is in storage at East Chicago, Indiana, in June 1949.

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The SP was so pleased with the performance of the first locomotive that it immediately ordered 15 duplicates to be delivered as soon as possible. They were followed by 23 more in 1926 and a final 10 in 1927, bringing the total to 49. Simultaneously, Union Pacific had been looking for a faster version of its 2-10-2s and decided on a three-cylinder 4-10-2 somewhat smaller than SP's. Why UP did not simply copy SP's engine, since both were built by Alco, does not appear to have any explanation. One locomotive was delivered in 1925 and nine more in 1926. The SP locomotives were used in passenger service until displaced by faster, powerful 4-8-4s, whereupon they operated in freight service until the mid-1950s, without any modifications. The UP assigned its 4-10-2s between Salt Lake City and Los Angeles but converted them to two-cylinder engines in 1942.

The production of three-cylinder locomotives reached a peak of 97 engines in 1926, 65 of which were based on new designs. American delivered a duplicate of the NYNH&H 0-8-0 to the Alton & Southern: It remained in service so long that it was preserved for exhibition. Three unusual 4-8-2s, with 69-inch drivers and 265-psi boiler pressure, went to the New Haven. They had water-tube fireboxes with only 70 square foot of grate area; yet despite leakage difficulties with the firebox, 10 more duplicates arrived in 1927. These fireboxes were so troublesome that all 13 engines were returned to Alco for conventional radial-stay firebox replacement. These were New Haven's last new freight power, and they worked continually for 20-25 years before being scrapped.

Northern Pacific, being a large Alco customer, was the focus of some intense marketing. A three-cylinder Pacific was proposed in 1925 that could produce 4,600 pounds more starting tractive effort than NP's Q-5 4-6-2, with the same axle loading. Also proposed was a locomotive similar to the New Haven's 4-8-2s with the design modified to use a larger firebox supported by a four-wheel trailing truck, in order to successfully burn NP's Rosebud coal. Alco also proposed an experimental three-cylinder 4-10-4 to NP. None of these efforts bore fruit. NP seemed to want the Burlington to try the three-cylinder concept first, and if it worked there, NP would have a look at it. The NP did, however, purchase 12 booster-equipped 4-8-4s, the first of that wheel arrangement, which was probably a wiser choice for passenger service.

Anxious to participate in the trend toward higher boiler pressures, Baldwin constructed a 4-10-2 with three compound cylinders and a water-tube firebox. All cylinders were the same size, their valves controlled by three sets of Walschaerts mechanisms. The outside crankpins were quartered, like a two-cylinder locomotive, with the inside crankpin 135° from the outside crankpins. After a trip to the Pacific Coast, running over the Santa Fe, Southern Pacific, and Great Northern, the 4-10-2 was tested at Pennsylvania's facilities in Altoona, Pennsylvania. No orders came

Top: In 1924 and 1926 Alco's Schenectady Works built 16 very large 0-8-0 switchers for the New Haven. Here is 3611 of the 1926 group seen at Maybrook, New York, in April 1938. The New Haven's switchers featured indirect Walschaerts valve gear.

Bottom: The Alton & Southern received a large Alco three-cylinder 0-8-0 in 1926. Except for detail differences, it was a duplicate of those built for the New Haven. Switching and transfer service should have been good applications for three-cylinder power, since speeds (and, therefore, wear and tear on the inner machinery) were low and maintenance could be concentrated in a small number of shops. Here is A&S 12 at East St. Louis, Illinois, in September 1947.

TWO PHOTOS: HAROLD K. VOLLRATH COLLECTION

FOUR PHOTOS: HAROLD K. VOLLRATH COLLECTION

Top: Chicago, Rock Island & Pacific tried the three-cylinder concept just once, obtaining this handsome Pacific from Alco's Brooks Works in 1924. Like several other three-cylinder locomotives, Rock Island 999 used indirect Walschaerts valve gear. Here her engineer oils around before taking her out on a passenger run at Valley Junction, Iowa, in March 1932. While the 999 could equal the performance of a 4-8-2 in passenger service, maintenance of the inside cylinder and machinery kept her from being duplicated. She was never converted to a two-cylinder configuration and was scrapped in 1939.

Bottom: Brooks Works at Dunkirk built two three-cylinder locomotives for the Louisville & Nashville in 1924: a Mikado numbered 1999 for freight service and Pacific 295, shown here at Cincinnati in May 1935. The 295 was rebuilt in 1940 with two cylinders and carried a streamlined jacket for service on the *South Wind*; she kept the odd driver spacing (intended to reduce the angularity of her center main rod) until she was scrapped in 1953. The 1999 was never rebuilt but served on the hump yard at DeCoursey, Kentucky, until scrapped in 1950.

before being converted to two-cylinder operation, losing the tender booster and feedwater heater also. They were scrapped a couple of years later.

By 1928, the U.S. market for three-cylinder locomotives had become exhausted, excepting of course SP and UP. Alco salesmen began to explore prospects in South America and Mexico, where they sold four 4-6-2s to the Mexicano and two similar ones to the National Railway of Mexico. After the Dunkirk plant completed eight 4-12-2s for UP, it built only one other engine before closing its doors forever. The remainder of UP's locomotives were built at Schenectady, and production of "conventional" three-cylinder locomotives in North America ended.

The last three-cylinder engines constructed for Canadian and U.S. railroads were quite unconventional designs, both with two-pressure water-tube fireboxes and compound-expansion cylinders. Combustion heat was first absorbed by a 1,250-psi system, then transferred to an 850-psi boiler. Alco built a 4-8-4 for New York Central in 1931, while at the same time Canadian Pacific was assembling a similar 2-10-4 in its shops at Montreal. Neither locomotive was successful, because it was practically impossible to keep the multiplicity of high-pressure joints steam- and watertight when the locomotive was in service.

Both engines were used infrequently during the Depression of the 1930s, and they were set aside before 1940.

The three-cylinder era did not come to an end because the locomotives were uneconomical to operate, as has been popularly thought. The great majority of them remained in service until the final years of the steam era itself, and some of the engines worked for 30 years. The basic cause was the fact that their cylinders consumed steam faster than their boiler/firebox could produce it. The 4-8-2, 4-10-2, and 4-12-2 had attained limitations of weight, length, and firebox size imposed by the two-wheel trailing truck. More power became attainable when the 4-8-2 developed into a 2-8-4, the 4-10-2 into a 2-10-4, and the 4-12-2 into a 2-6+6-4. Very powerful and fast versions of these new wheel arrangements appeared in 1927 (Erie), 1930 (AT&SF, C&O), and 1936 (N&W), as well as the 4-6+6-4 (UP) in 1936 also. The consequences of this transition were dramatic. Drawbar horsepower went from 4,000 to 6,000; engine weights exceeded 500,000 pounds; and axle loading reached 75,000 pounds. Steam pressures ranged from 250-300 psi, grate areas were 100-150 square feet, and driver diameters ranged from 69-74 inches. Higher speeds were achieved by sophisticated balancing techniques, larger drivers, and lighter reciprocating parts. Heavier axle loads required stronger track, so railroads began to install 131-155 pound rail to accommodate these powerful locomotives. Thanks to the three-cylinder engine and the four-wheel trailing

truck, railroading had made a historic transition from one era to another.

The end of three-cylinder locomotive production in the United States was not the end of the story, however. In 1938, 10 years after Alco had delivered four 4-6-2s to the Mexicano, it received an order for three more engines for passenger service between Mexico City and the western end of the electrified segment at Esperanza. Too busy with the construction of locomotives for U.S. railroads, Alco assigned the order to its factory in Montreal, Canada. When these three engines rolled off the erecting floor in April 1938, the construction of three-cylinder locomotives had ended. Nearly 25 years later, these same three engines were the last of their breed still being operated in North America, outlasting those in the United States by about seven years.

Bob Le Massena grew up in northern New Jersey and graduated from Stevens Institute of Technology in Hoboken. After a 26-year career as a mechanical engineer, he began to write books and articles about steam locomotives and Colorado's railroads, completing 15 since 1962. LeMassena moved to Denver in 1948, where he lives with his wife, Betty, who shares his interest in railroad photography. This is his fourth feature for VINTAGE RAILS. ◇

Top: Alco's Schenectady works built five handsome three-cylinder 2-8-2s for the Wabash in February 1925. The first of the K-5 class, No. 2600, is shown at Decatur (Illinois) Back Shop in August 1939, four years before she was rebuilt into class P 4-6-4 No. 700. The boilers of the K-5s were used to make five of the seven handsome 80-inch-drivered Hudsons.

Bottom: Missouri Pacific three-cylinder Pacific 6000, a Brooks product of 1925, is shown at Kirkwood, Missouri, in September 1933. Like the L&N, MoPac invested in both a three-cylinder Pacific and a Mikado. The 4-6-2 was rebuilt in November 1942 into a two-cylinder locomotive with poppet valves, roller bearings, disc drivers with conventional spacing, and a new number—6001. Her companion, 2-8-2 1699, was converted to a conventional two-cylinder locomotive in November 1937 and renumbered 1571.

Recollections of a

Locomotive Fireman

SP PHOTOGRAPH COURTESY GUY DUNSCOMB, JOHN WEBER COLLECTION

DON OLSEN COLLECTION

By Don Olsen

In 1947-1948, I deferred finishing school to fulfill a boyhood dream of working as a steam locomotive fireman. Those days spent firing Southern Pacific's steam engines out of Dunsmuir on the Shasta Division proved to be the most exciting and rewarding of my working life. Following are some recollections of my experiences.

Oil Firing

Aside from the obvious differences in firing locomotives using coal or oil, there were many not so apparent to the casual observer. SP's grade of fuel oil was just a few levels above tar, but contained more hydrocarbons. It was too thick to flow easily and had to be heated in the tender and burner supply line. For the best results, an optimum temperature of about 160° F was used. If the oil was too cold, the burner would starve, and if too hot, the oil didn't atomize properly and would run out onto the firebox floor. The fireman regulated the temperature with a gauge and small steam valve.

To force the oil up to the burner, the oil bunker in Cab-Forward tenders was pressurized at about 5 psi. This pressure had to be bled off before adding oil or checking its level—a bit like opening

Left: Majestic Mt. Shasta forms the backdrop for F class 2-10-2 3767 and its train at Azalea, California.

Above: The author at about the time he was employed as an SP fireman.

the cap on an automobile radiator. Failure to do so could result in being sprayed with hot oil.

When engine crews were called, they signed the register in the dispatcher's office and went "on the clock" with an assigned run and a locomotive. Usually a hostler had the power on the ready track—oil, water, and sand topped off. However, it was still the fireman's responsibility to check these items and safety equipment; and woe be unto the tallowpot whose inattention to these details allowed an engine to die on the road for lack of fuel or water!

He also had to check the locomotive indicator boxes and put up the proper numbers for the run (or leave blank if the engine was an in-train helper). This was a simple job on Cab-Forwards, whose indicator boxes were accessed from the cab; but on other locomotives, it required clambering out on the running boards along the boiler, which could be treacherous in the dark or bad weather.

In addition to oil temperature, the fireman controlled the atomizer (a jet of steam which vaporized the oil into a combustible spray) and the blower, which augmented the natural draft from the firebox through the flues to the exhaust. It was normally used only when the locomotive was standing or moving very slowly.

The main control was the firing valve—roughly equivalent to the stoker in a coal-fired engine. In operation, efficient firing required very close teamwork between the engineer and his fireman. A good, thoughtful engineer always called out to the fireman to advise him of his demands on the engine. A call of "opening her up" or "easing off" alerted the fireman of the imminent need to reset the firing valve.

Among the good fortunes in my firing career, I worked only one trick on a switch engine—a former Minarets 2-8-2 used in the Dunsmuir Yard on a 1 percent grade. On the road, once things were in balance, one could fine tune the locomotive's operation and just keep a wary eye on progress. In the yard (where the pay scale was significantly lower), the engineer was continually opening and closing the throttle, and each move had to be followed by the fireman's valve. Eight hours of this would get awfully monotonous.

Dry sand was fed to the sander nozzles from the dome(s) atop the boiler, and some was also kept in a box in or near the engine cab. From there it could be sprinkled on the deck if it became slippery, but mainly it was used by the fireman to "sand out" the flues.

Another major difference between the two types of fuel is that particulates in coal exhaust tend to scour out the flues. However, solids in oil effluent are mostly soot, which builds up on any surface it contacts. This lining of the flues reduces heat conductivity and boiler efficiency. Thus the fireman periodically used a couple of scoops of sand to clean the flues. How to get the sand into the flues? No problem: A hardworking engine creates a tremendous draft in the firebox, and simply opening the peephole in the firebox door and holding the scoop up to it sucks the sand into the firebox and through the flues. This results in puffs of black smoke caused by the soot exiting through the exhaust.

Southern Pacific designed its own oil burner nozzle, and in my experience, its locomotives, if in a reasonable state of repair, steamed easily and did not need to "be smoked" to maintain steam. A light haze of exhaust smoke was normally adequate. Thus I find it very disconcerting to see oil-fired, steam-powered fan trips with the locomotives belching clouds of liquid oil. This is strictly atypical, and in the age of steam, a fireman who allowed such clouds would soon be looking for other work!

On steam engines, piston valves control admission of steam to the cylinders. The valve settings are adjusted by the reversing lever, or "Johnson bar": One quadrant is for forward motion, the other for reverse, with a "neutral" center position. The longer the stroke, the more steam is admitted. The full stroke is used when starting the locomotive, for maximum power. Once the engine is moving, the engineer can "notch up" the Johnson bar and shorten the stroke, using less steam. The nature of the exhaust sound

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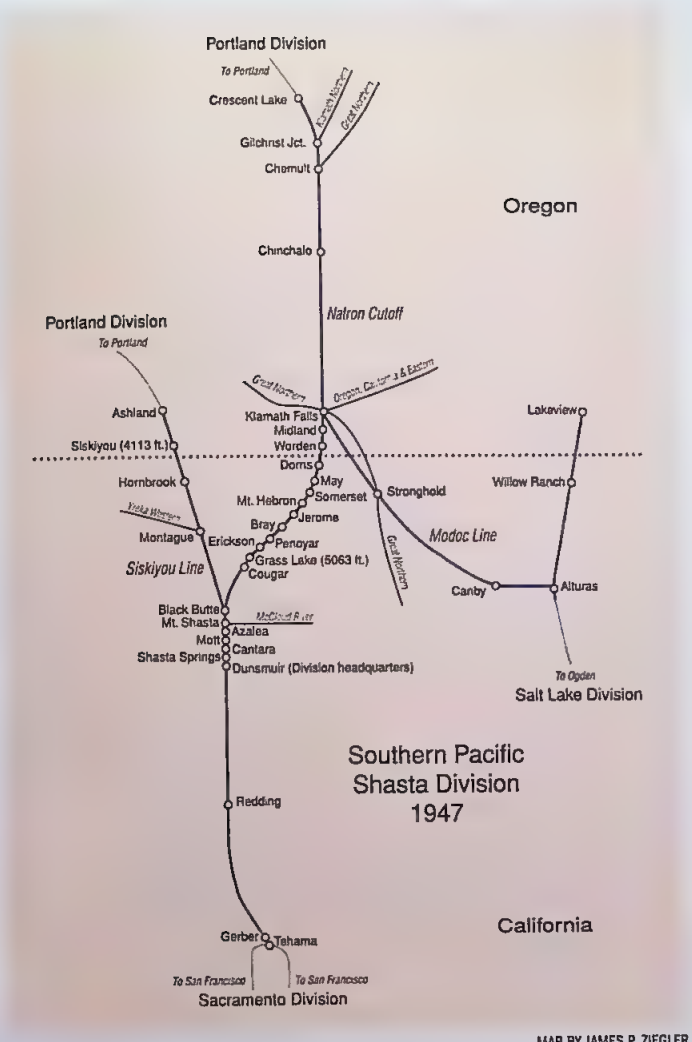
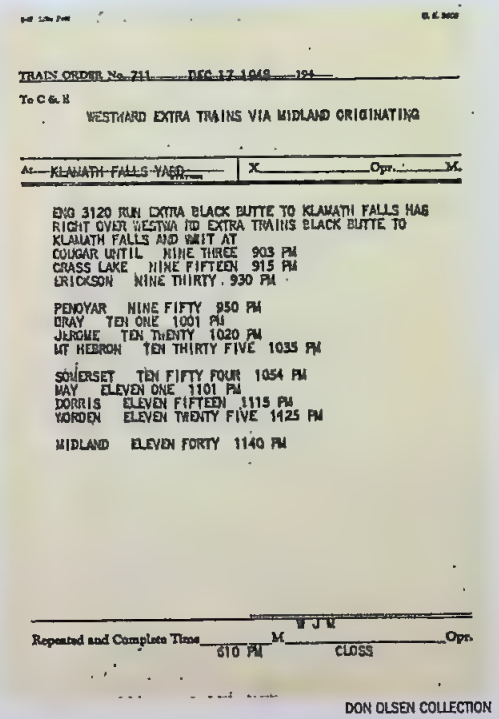


MAP BY JAMES P. ZIEGLER

Left page: Manifest freight No. 618 gets a point helper at Dunsmuir Yard on October 9, 1949, for the climb out of the canyon. The C-9 class 2-8-0 Consolidation 2595 has been outfitted with a whaleback tender from a 4000-class engine.

Below: A train order from December 17, 1948, alerts westbound extras out of Klamath Falls, Oregon, of an eastbound extra train.



TRAIN ORDER No. 711 DEC 17 1948 194

To C & E

WESTWARD EXTRA TRAINS VIA MIDLAND ORIGINATING

At KLAMATH FALLS YARD | X | Opr. | M.

EXD 3120 RUN EXTRA BLACK BUTTE TO KLAMATH FALLS HAS RIGHT OVER WESTWD EXTRA TRAINS BLACK BUTTE TO KLAMATH FALLS AND WAIT AT
COUGAR UNTIL NINE THREE 903 PM
GRASS LAKE NINE FIFTEEN 915 PM
ERICKSON NINE THIRTY 930 PM

PENOYAR NINE FIFTY 950 PM
DRAY TEN ONE 1001 PM
JEROME TEN TWENTY 1020 PM
MT HEBRON TEN THIRTY FIVE 1035 PM

SOMERSET TEN FIFTY FOUR 1054 PM
MAY ELEVEN ONE 1101 PM
DORRIS ELEVEN FIFTEEN 1115 PM
WORDEN ELEVEN TWENTY FIVE 1425 PM

MIDLAND ELEVEN FORTY 1140 PM

W J M

Repeated and Complete Time 610 PM M. CLOSS Opr.

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changes noticeably, becoming sharper and more staccato. In fact, it is this characteristic which gives rise to the old saying "running an engine by ear."

The sharp, blasting exhaust of a working locomotive at a fair speed is one of the most fondly remembered and thrilling aspects of steam engines. It is also another area where oil- and coal-fired locomotives differ significantly. Use of oil as a fuel permits a much finer response to engine demands. The fireman can instantly go from a spot fire to an enormous one—producing an explosive exhaust. A draft this strong in a coal-fired engine would literally suck the fire right off the grate.

SP's Cab-Forward Locomotives

The use of oil as fuel was the key to developing the unique cab ahead engine design. The 195 Cab-Forward 4-8-8-2 articulated locomotives, classes AC-4 to 8 and AC-10 to 12, enabled the railroad to tame its mountain grades, and the "malleys" became the workhorses of the system. In later years, as diesels gained ascendancy, Cab-Forwards served all over the western lines. They, along with other steam locomotive types, survived longest where good water was available—in the Bay Area, Central Valley, and north to Portland.

Although conceived to conquer grades and minimize crew discomfort from exhaust gases in tunnels and snow sheds, the ACs' unorthodox design proved a problem on inclines over 2.5 percent. In a conventional locomotive ascending a grade, boiler water level rises at the rear, over the firebox crownsheet. When the engine runs downhill, water moves to the forward part of the boiler but, since the engine isn't working hard, does not tend to be drawn into the steam supply.

When climbing steep grade with a "backwards" AC boiler, the water flows away from the crownsheet toward the front fluesheet. There it reduces the steam area and is more easily drawn into the steam line. This saturates the steam in a working engine, and much water will be expelled in the exhaust. If an engine has been standing for some time, the steam in the cylinders will condense and can cause severe damage when the engine moves: Noncompressible water can blow off cylinder heads. The purpose of cylinder cocks is to bleed off any water and prevent this damage.

My first run on the Modoc Line, firing a 4100 from Alturas to Klamath Falls, was quite an eye opener. Fortunately, my engineer was patient with his hardly dry-behind-the-ears fireman and monitored operations very closely. As we worked up the 2.2 percent Canby grade, I nervously watched the water in the glass recede to the bottom. However, the hoghead admonished me not to add water. With growing apprehension, I watched him start using the try-cocks below the water glass. (These are three small cocks on the backhead. The bottom cock is three inches above the crown

SP Cab-Forward 4200, between Cantara and Mott, California, is about to duck under the telltale and into Tunnel 16 on November 8, 1949. The Cab-Forward design will keep the headend crew in relative comfort in the tunnel—by keeping smoke and steam out of the cab.

sheet.) The top one first squirted water, then steam—and only when the second cock ran dry did he allow me to "hit the gun" (injector).

My mind's eye envisioned a nearly dry crownsheet getting ready to let go, but, obviously, this did not happen. The hogger related a story of another fireman who insisted on keeping water in the glass, and so much of it worked out the stack that they had to stop for more at an "emergency only" tank. The conductor later caustically commented that back in the caboose it seemed like a submarine—half under water!

So, what's it like to ride in the cab of one of SP's ACs at speed? In some ways, I'm reminded of the problem of describing an elephant to a blind man. The Cab-Forwards are an awful lot of machine to encompass verbally. No mere diesel can adequately compare with the feeling of a Cab-Forward's surging power—the roaring, firebreathing 325 tons of brute force harnessed in its unorthodox design. The dynamics of tons of flailing rods and counterweights precluded any possibility of a smooth ride. In today's vernacular, it was awesome!

Working as a Fireman

Customary work for new firemen was duty on switch engines. However, on Dunsmuir's extra board, these turns were held down by "whiskers," enginemen with considerable seniority. They liked the regular hours and being able to live at home. Many of the less senior runs were on helpers, which suited me just fine: I loved blasting out of town and up the long climb to Grass Lake. The usual power was "Decks," local parlance for the big 2-10-2s numbered in 36- and 3700 series.

I was never able to determine exactly how this term originated, but some enginemen said it was because the cabs had larger decks, which were roomier than the "Mikes" (2-8-2s) or "Hogs" (2-8-0 Consolidations). Others thought it referred to the wheel arrangement, which they called "Decapods." That is, of course, erroneous, since in the Whyte classification Decapods are 2-10-0s, and 2-10-2s were commonly called "Santa Fe" types (an understandably unacceptable designation in SP country).

The 10 driving wheels of SP's F class 2-10-2s created a long rigid wheelbase, at 22' 10" the longest of any steam engines assigned to the Shasta Division. Although there was lateral play in the bearing boxes, the Siskiyou Line's sharp curves took their toll, wearing down lead driver flanges in as little as six months.

Decks were the largest locomotives allowed on the old line from Black Butte to Grants Pass, whose 3.3 percent grades required as many as five engines per train to hoist tonnage over the summit. North from Hornbrook, the top of the grade was located in 3,108-foot Tunnel 13, just south of Siskiyou station. With all locomotives working wide open, freights could barely maintain 10 mph, so it took several minutes to pass through tunnels.

On helpers, back in the train, each locomotive added its exhaust to the increasing accumulation of hot smoke and gasses in the bore. Attempting to avoid these noxious fumes, enginemen would lie down on the cab floor, where the air was a little cooler and cleaner, and breathe trainline air through a funnel—a kind of crude respirator. Oxygen in the tunnel atmosphere was so depleted by the hardworking engines that the oil markers on cabooses went out.

Condensation and dripping ground water often made tunnels wet inside, and the rails could be slippery and treacherous. Even sanding didn't always prevent drivers slipping, and if this occurred, train speed was immediately reduced until the helper engine found its feet again. This further prolonged the stay in the tunnel and

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forced the crew to get up off the floor and tend to the locomotive. Occasionally, the train stalled completely, and crews stuck in the tunnels were sometimes forced to shut their engine down and flee for their lives to avoid suffocation.

Some Decks' tenders were fitted with six-wheel trucks and steam pipes for passenger service. Many 2-10-2s still retained operating boosters—two-cylinder engines driving the axle on the locomotive trailing truck. Excessive maintenance on the flexible ball joints that connected the booster engine to its throttle caused a gradual deactivation of these devices.

Heavy steam locomotives could develop 3,000-6,000 drawbar horsepower, but due to adhesion factors, etc., this horsepower didn't approach its maximum until the speed reached 30 or 40 mph and was minimal at the time of starting. This is where boosters came in. They were very low geared and applied their 10-15,000 pounds of tractive effort to help start an engine, and

then automatically cut out around 10 mph.

Deer frequented the tracks at night, attracted to the salt which dripped from reefer ice bunkers. It was impossible to stop in time to avoid hitting them. All we could do was lay on the whistle and turn off the headlight, which seemed to mesmerize them. The bodies of those unfortunate animals which got caught up in the running gear gave off a terrible odor when singed by the heat of the firebox and brakeshoes. Sometimes we'd stop so the caboose was at the spot where the deer were, and the rear end crew would hop off and look for some clean carcasses. By the time we arrived at K. Falls yard, they had them expertly cleaned and dressed.

However, the game wardens got wise to this routine, and even at three or four o'clock in the morning, they would lurk in the yard to catch and confiscate the venison. Presumably such ill-gotten gains were donated to state institutions, but nobody believed much of that meat was ever savored by any orphans.

The only diesels in evidence at Dunsmuir at that time were powering the *Daylight* and *Cascade* (before its streamlined consist was placed in service)—usually three PA/PB Alcos. Not infrequently we'd be in the hole, and they'd pass with a 2-10-2 helper on the point. We were mystified by this, until we learned that one of the units was dead.

Word was that Alco had threatened to revoke its warranty unless SP observed recommended maintenance and operating procedures. It took SP some time to learn that diesel locomotives couldn't be abused like steam power traditionally had been: They couldn't be overloaded and roughly handled without causing serious damage.

The Alcos replaced E7s as standard power. The former were apparently gutsier, had superior dynamic braking capacity, and performed more satisfactorily in this very demanding service, even though they had the same nominal 2,000 hp rating as the EMDs.

In that era of waning steam power (late 1940s), SP was still practicing a policy of tying "everything in the yard" to outbound freights. Especially in winter, when the cold congealed the wheel bearing lube, the assistance of three or four Decks was required to boost a Cab-Forward and its tonnage up the hill from Dunsmuir. Usually one was cut in 15-20 cars from the rear and two more ahead of the caboose.

I vividly recall firing those helpers, sometimes Decks, other times ACs. After an eastbound freight was assembled in the yard, there followed several attempts to start the train by bunching the slack; and with much whistling, slipping of drivers, and banging of draft gear, we would finally get a wheel on (start moving) our train. With everything wide open, we crawled ponderously up through the yard past the station. By that time, we needed to have attained at least 10 or 15 mph in order to avoid stalling on the hill.

Firemen on the laboring locomotives had such heavy fires going to keep up a full head of steam that the firebox would "drum." This vibration was so strong that shock waves from the slowly passing engines occasionally broke windows in the station, which was only a few yards from the track. Rarely, a 2-8-0 was used on the point (ahead of the road engine). It was a strange feeling to look back and see a mighty cab-forward blasting away, so close behind. It felt like one slip of the drivers, and we'd be run over!

Most SP engines had an injector on the engineer's side and one on the fireman's side. Using a venturi principle, they mixed cold tender water with steam and forced it against the pressure into the boiler. A "hit" with an injector could knock the boiler pressure back 20 pounds or so; therefore, unless it was desired to cool the boiler down, using the feedwater system was preferable.

The fireman controlled the feedwater pump, which forced hot water into the boiler from the feedwater heater (a system of tubes in the boiler which utilized waste heat from exhaust steam). On a working engine, use of the pump was more efficient, because the water was preheated. Its capacity just about offset normal water consumption, and if such was not the case, either the pump was malfunctioning or, more likely, the tubes were plugged with scale. This was the downside of the feedwater system: It was very difficult to access and maintain.

Familiarity with the line greatly assisted the fireman's anticipation of demands on the engine. When approaching a stop, he had already allowed the water level in the boiler to drop, which permitted use of the injector. This cooled the boiler down and prevented the pops (safety valves) from lifting. Blowing off excess steam pressure is a gross waste of energy, and in normal operations, oil-fired locomotive pops shouldn't lift. During my tenure in 1947-1948, a notice was circulated reminding enginemen that it cost the SP 3/5 of a cent each time the whistle was blown.

Probably one of the proudest moments in my firing career was completion of my qualifying run, from Klamath Falls to Dunsmuir. The engineer had warned me that J. E. Peterson, the road foreman of engines (who, incidentally had hired me) would be on board; and he was a bear for not allowing pops to lift. We stopped for several meets, but I kept the needle on the pin and didn't waste a pound of steam through the safety valves. Mr. Peterson was known as a man of few words, and when we climbed off the engine at Dunsmuir, he shook my hand and said, "That was a good run. You're a natural fireman." I was certainly on cloud nine!

Out of the Ordinary

For several months I worked on a guaranteed job at Mt. Hebron. The 1 percent grade to Grass Lake, 25 miles to the west, required helpers for maximum-rated freights, which could otherwise make the run from Klamath Falls to Dunsmuir unassisted. Four crews lived and messed in a couple of old wooden passenger cars set on foundations along the tracks, and generally we were called once a day; but if not, we were still given a day's pay—thus the "guaranteed" description. A wye, water and oil supplies, and a resident agent completed the facilities.

One day a westbound freight approached, but we had been advised no helper would be needed: It was already on the train. The Cab-Forward roared by with its string of cars, making a run for the hill, and at the rear came the helper. Imagine our surprise to find it was a lame Mike—a locomotive without a main rod on one side! Of course, it might need a push if stopped on dead center, but once moving it could shove; however, the uneven thrust caused the engine to fishtail down the line. It must have been hard on the track, but SP wasn't going to move an engine cold if there was some way to get work out of it.

One situation I regretted allowing to develop, and vowed never to repeat, concerned a drunken engineer. Not "falling-down drunk," but obviously the worse from over-indulging. My problem was that if I refused to take the run, I would have had to reveal my reason, and if the hogger had had any other brownies connected to Rule G, he'd probably have been fired.

So, although it was against my better judgment, it seemed

AL PHELPS, JOHN WEBER COLLECTION

Shoving on the rear of an eastbound 90-car freight, helper 3689 approaches Tunnel 16 on September 22, 1951. The tunnel, which was a popular location with railroad photographers, has since been daylighted.

relatively safe, having our helper tethered to the back of the train. When the road engine whistled off, my hogger yanked the throttle wide open. Those little Consolidations just squatted down and heaved—never slipped an inch! As soon as the road engine took up enough of the load, we started to move, but after getting a good roll, my befogged engineer decided to play some games and closed the throttle. I thought we'd surely pull a drawbar when the slack ran out, but luck is with the witless. However, the road engineer must have wondered what was going on at the rear of his train. The conductor came out of the crummy and hollered at us, but my hogger was feeling no pain and ignored the commotion. Just when we almost dragged to a stop because the head end couldn't pull the whole load, out came the throttle again, and we began to pick up speed. As we dropped the caboose down onto its train at Grass Lake, we got some strange looks from its crew, but my engineer thought it was a great joke.

We rolled around the wye, and after getting our clearance to return to Mt. Hebron, we were off. As I remember, standing orders required all light helpers to take 45 minutes from Grass Lake to Mt. Hebron, but we made it in about 30. I'll swear I felt the drivers under me lifting off the rails on several left turns, but ol' "feel good" Joe was singing and laughing and thoroughly enjoying himself. Needless to say, I was shaken and relieved to climb down from the engine on that day. Soon after, that hoghead bid off to another job, and I never saw him again.

Black Butte could certainly qualify as one of California's coldest spots in the winter, and one night we needed to take water at its tank. The wind was howling down off the mountain, and everything was covered with a sheet of ice. I very carefully made my way out on the tender deck, experiencing considerable difficulty keeping my feet against the force of the wind. I finally got the cistern cover open and the spout into the opening. However, when I reached up for the large wheel which opened the valve, the wind swept me right off my feet, and having a hold on the valve wheel saved me from going over the side.

The engineer heard my shouts and told the head brakeman to go back and see what all the commotion was about. The hoghead later told me that when the brakeman returned, he said, "That damn fool kid was back there doing gymnastics—in this weather!"

A recap of my unusual firing experiences on the Shasta Division would be incomplete without describing some "foreign" equipment, UP's 2-8-8-0s. Postwar business on SP's western lines was booming to such an extent that it leased five monster articulateds, in the 3500 series, to augment helper service out of Dunsmuir. These appropriately nicknamed "Bull Mooses" were in most respects the antithesis of SP's articulateds—grossly unlovely in appearance, as well as performance.

In all fairness, the UP articulateds were the last of WW I drag freight design, whereas SP's Cab-Forwards were among the first "modern" locomotive designs. This gap was but a decade by the calendar, but as far as basic design concepts and refinements, it was light years away. Also, in general, firing characteristics of converted

GUY L. DUNSCOMB, JOHN WEBER COLLECTION

UP 2-8-8-0 3513 rests at Dunsmuir, California, on September 3, 1947. These "Bull Mooses," five of which SP borrowed from UP during the post–WW II traffic boom, were miserable to work. For one thing, the lack of a trailing truck gave them an extraordinarily rough ride.

coal burners were probably never on a par with original oil burning designs. UP's smaller drivers, 57" vs. 63", and lower boiler pressure, 218 vs. 250 psi, certainly limited their speed and power.

Having made all possible allowances for their shortcomings, the inescapable fact remained: These brutes were miserable to work! My first boarding was a visual revelation. The cab, likely due to its coal burning ancestry, was huge. It seemed like a small ballroom compared to SP cabs. Conversing with the engineer, so much farther away, required shouting, rather than calling out signals, etc. The lack of a trailing truck certainly contributed to an extraordinarily rough ride: Over 20 mph one could hardly stay on the seatbox. It also required the firebox to be located between the rear drivers, which resulted in a long and narrow configuration, strongly resembling a bowling alley.

It was so difficult to maintain a full head of steam on these brutes that a number of runs stalled on the hill north of Dunsmuir and had to whistle out flags while the overwhelmed tallowpot tried to regain working pressure. I might have been among the disgraced, but for the friendly counsel of a veteran fireman, who advised me to "lay the biggest damn fire in her that you can!"

Well, that was the secret, all right. After tying onto our train, I had what seemed to be a heavy fire, but just standing still I couldn't get the needle up to the pin! So I opened up the blower and the firing valve, and that antique started roaring and drumming like the devil's own, with flames shooting out of the cracks around the firebox door! We took off with a tremendous commotion and a fire twice the size of the heaviest fire I'd ever laid in one of our ACs. It must have been impressive from the ground, too, because it got the attention of many local rails, who are notorious for remaining unimpressed, regardless of the show.

The engineer, with whom I had not previously worked, didn't say much but kept watching me out of the corner of his eye. About halfway up the hill, he called me over and said, "My last run died here; I'm relieved to know it won't happen this time." He gave me a wink and said, "Keep up the good work!" He and the head brakeman had occasional words, and it was obvious that the hogger was ragging him, but I had no idea why. Later he told me that the brakeman had bet him a fifth that as a relatively new man, I wouldn't be able to tame the beast, either. Since that brakeman was a particularly obnoxious clod, the victory was sweet, indeed.

A final complaint about these gawd-awful machines was their whistles. Being raised on the melodious sound of SP's six-chime Nathans left me woefully unprepared for a Bull Moose trumpet. Maybe this suggested their nickname: The whistles screamed like banshees, an ear-splitting shriek which made fingernails scraping on a blackboard seem positively benign by comparison. And adding insult to injury, the whistle itself was located on the steam turret, just ahead of the cab, right over our heads, rather than farther forward on the boiler.

A comparison between these monsters and SP's locomotives was no contest. The Baldwin products were wonderful to work, esthetically handsome, and relatively comfortable, as steamers went. It made me very aware of how fortunate this starry-eyed steam lover was to have worked the magnificent Cab-Forwards amidst some of California's most spectacular scenery. Images of Mt. Shasta, glistening with fresh snow in the light of a frosty moon, are undimmed by the passage of 50 years.

At the risk of becoming nostalgic, I must say that, to me, a steam locomotive always seemed to be a living, breathing creature—whether sighing and whispering softly to itself when at rest or laboring mightily at full throttle. It embodied the epitome of raw power: One could feel the pent up energy of steam waiting to surge into the cylinders and drive the engine to the far horizons over twin ribbons of steel. Its billowing plume of exhaust lifting to the heavens seemed to thunder defiance of mere man and his limitations. Contemporary railroading is still exciting, but it can never equal the romance inspired by steam.

Don Olsen grew up in Minneapolis, Minnesota. He started college, but took a three-year "break" to serve in the U.S. Army. He attended universities in Minneapolis, San Jose, and Berkeley, graduating with math and engineering majors in 1950. He worked for Continental Can Company, mostly as a pollution control engineer, until he retired in 1975.

Don finds movie making ideal for recording transportation forms. His library of steamships and steam and electric railroading has grown to 50,000 feet of 16mm film, including footage from fine western cinematographers Art Alter, Chuck Savage, Louis Stein, and Wil Whittaker. Don's goal is to make videos from this material available to fans and historians through his company, Catenary Video Productions. ◇

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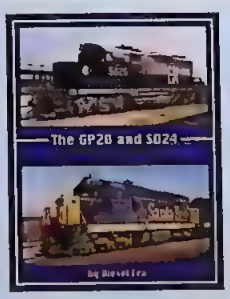

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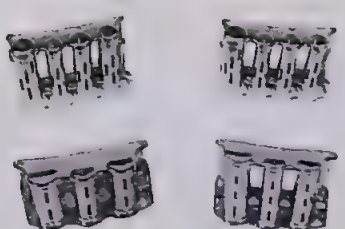

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Illinois Central Passenger Service

By Phil Gosney
(photos by the author except as noted)

The Final Years: 1966-1971

I can thank my parents for my interest in railroading, passenger trains in particular. Growing up in Memphis, Tennessee, it was a summer pastime to escape that sultry heat by sitting under a large oak tree. This respite just happened to be located along the Main Line of Mid-America, as the Illinois Central Railroad was known.

My childhood activities of playing ball and pitching rocks were abruptly halted by the melodious chime horns and a set of headlights approaching from the south, the top light gyrating in a figure eight pattern. The deep rumble and throaty roar, distinctive of EMD E units, arose in a crescendo as the train neared. But then that distinctive chant became subdued, slowing the gait to the imposed speed limit of 20 mph through the city limits of Memphis.

Who wouldn't be duly impressed by a brace of E units, clad in that arresting paint of chocolate and orange, arguably one of the finest schemes in the streamliner era? Bringing up the rear of this massive consist, numbering 14 to 18 cars, would be a rounded-end observation car, its red Mars light oscillating. The train name, *City of New Orleans*, was prominently displayed inside a green diamond drumhead.

While this train was overshadowed by its more famous mate of higher prestige, the all-Pullman *Panama Limited*, the *City of New Orleans* was the bread-and-butter workhorse for Illinois Central. This train paid the bills, both in mail revenue and passenger counts. And the *City* always handled the highest number of passengers on this Chicago to New Orleans route.

Right: Train 11, the *Hawkeye*, is just 15 miles into its journey to Sioux City, Iowa, as it clatters over the Chicago Great Western diamond in the Chicago suburb of Elmhurst. The lead car contains storage mail inside a Flexi-Van piggyback car. August 1969.

4028

Illinois Central had a highly regarded reputation for passenger train service. Each major route had multiple daily schedules, and the road was known for its dependable and fast operations. In Illinois, the speed limit was 100 mph; however, that was only an arbitrary number assigned in order to keep the trains on time.

The imitable Wayne A. Johnston, who presided over IC as president for some 22 years, took a personal interest in his road's passenger trains. His opinion was that these trains reflected the very heart and soul of Illinois Central. During his command the trains were always clean and well maintained, both on the interior as well the exterior, and were run on time.

His personal passion was train Nos. 5 and 6, the *Panama Limited*, known as "Mr. Johnston's train." This train had a reputation not only for its all-Pullman status, but for the gourmet selections aboard its twin-unit dining car. The full-length dining room car, with the kitchen and dormitory residing in the adjoining car, featured "The King's Dinner." This multi-course meal, with a heavy emphasis on the Creole cooking of New Orleans, was a memorable repast. A partitioned section of the car was known as the "Candlelight Cove." Here, the lighting was subdued, and each table had a yellow coach lamp providing candlelight ambiance. The train also featured parlor cars for use by passengers traveling only a portion of the route. No coaches were used on this train, although fiscal matters indicated their use would have been a prudent move.

Each day the southbound *Panama* was spotted at Central Station, Chicago, with its rounded-end observation car just within sight of Mr. Johnston's Lake Michigan–view office. He would note, each afternoon, that this train left promptly for New Orleans. If "his" train was not moving out of the station one minute after its scheduled departure time, Mr. Johnston himself was on the phone with the stationmaster. There had better be a good reason, "By God," for a delayed departure of the *Panama Limited*.

When Mr. Johnston toured his railroad, most often he left his Chicago headquarters aboard Office car 1 on the *Panama Limited*.

This business car, a streamlined beauty, was built by Pullman-Standard and finished in the IC Burnside Car Shops, on the south side of Chicago, in March 1956. It was one of the last business cars built in the country, and every modern convenience of the time was incorporated. The car rode on lightweight, four-wheel streamliner trucks. The dining room, which seated eight, was decorated with an elegant, imported wood finish. A mural depicted a scene of Paris, reflecting New Orleans' French heritage. The crowning touch was the stainless steel treatment on the rear platform. Here the company name, and the diamond logo, were prominently displayed inside the railing at three locations.

Most railroad executives would have their business car attached to the rear of the train, allowing an unobstructed, rear-end view of their system. Out of deference to his passengers, this car was carried at the front of the train, right behind the sleek E units. He didn't wish to obstruct the view of the patrons occupying the rounded-end observation on the rear.

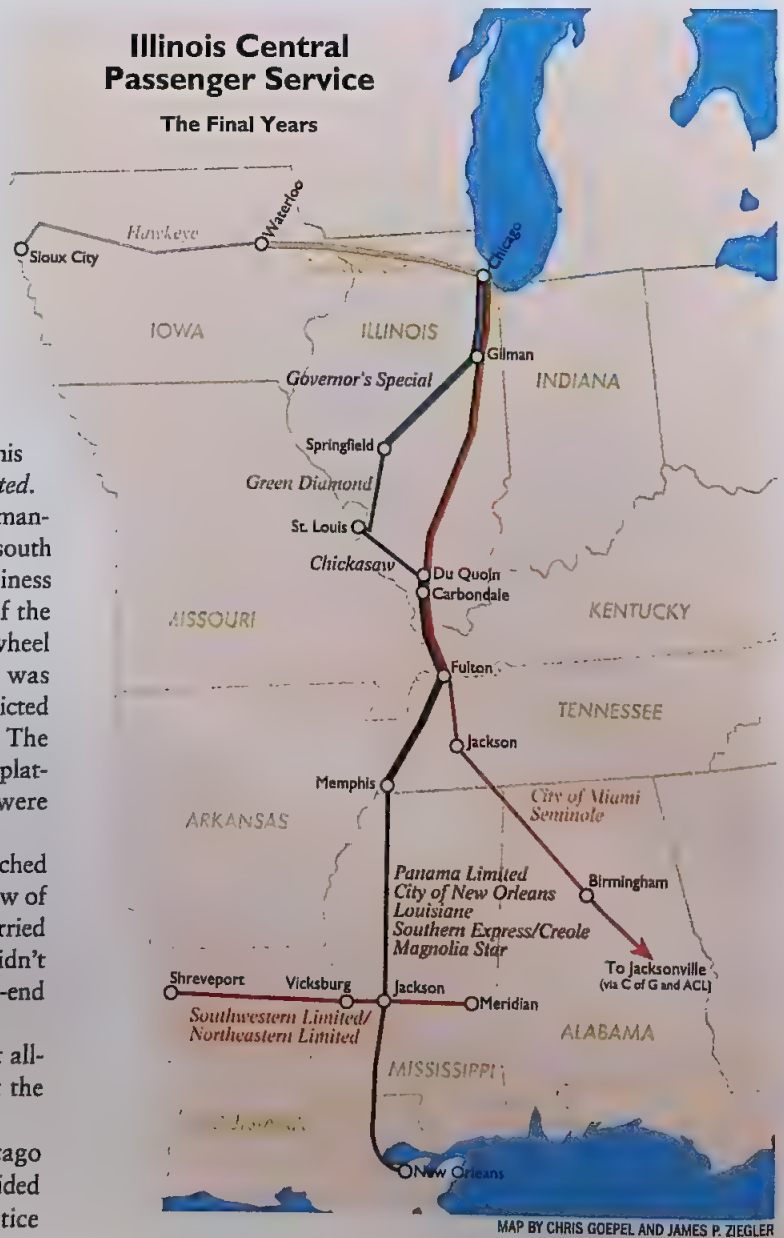
The *Panama Limited* held the distinction of being the last all-Pullman train in the United States. This was, no doubt, at the insistence of Mr. Johnston.

While this train was considered a New Orleans to Chicago through service, it handled three "set-out sleepers," which provided a convenience to the larger cities along its route. This practice allowed Pullman occupants to board the sleeping car long before train time and retire for the evening; the car would be incorporated into the train when it arrived in town.

At Jackson, Mississippi, a 10 roomette/6 double bedroom car was picked up, bound for the "Windy City." Likewise, at Memphis a second 10/6 was available at Central Station at 9:30 p.m. Train No. 6 came through Tennessee's largest city at 10:30 p.m. This car operated northbound only; on its southward journey it was carried on train 3, the *Louisiane*, to Memphis.

At Carbondale, Illinois, the New Orleans to St. Louis 10/6 was set out. Here it was added to train 16, the *Chickasaw*, an overnight mail and express train, which originated in Memphis and had followed the *Panama* to this southern Illinois college town. After the sleeper was cut into its consist, the train proceeded to St. Louis Union Station, diverging from the main line at Du Quoin.

Also at Carbondale, a parlor car was added to the *Panama* for first-class ticket holders who needed to be in the metropolis of Chicago by 9 a.m. This car usually was cut into the middle of the train, near the twin-unit dining car and club-lounge car.



MAP BY CHRIS GOEPEL AND JAMES P. ZIEGLER

The other trains operated by Illinois Central were no slouches by any stretch of the imagination. On the Chicago to New Orleans route, the *City of New Orleans*, train Nos. 1 and 2, was an "all-coach Dayliner" and the most popular train. It featured full dining car service and a club-lounge-observation car. It carried an operating Railway Post Office mail car between Chicago and Memphis. During the summer holidays, and at Christmas, this train operated with some 30 cars. The first section was the regular train for New Orleans, numbering 16 to 18 cars. A second section, totaling 12 to 14 cars, would operate from Chicago to Memphis. This practice lasted until summer 1971, Amtrak's first year.

Lesser-known trains on the route were the *Louisiane*, a slower but popular train making more stops along the line than its two more famous mates. It carried its sleeper and buffet-lounge cars only between Chicago and Memphis. The lowliest train was the *Creole*, hauling mail and express at a very leisurely pace. Its feature car was a cafe-lounge, carried north of Carbondale to Chicago. Southbound, the train was known as the *Southern Express* and never carried anything other than coaches. Its obvious purpose was to haul mail and express, and the patrons had to purchase their meals at stations along the way. Most passengers, in fact, carried their own food aboard the train.

The Chicago to Florida route, via Jackson, Tennessee, and Birmingham, Alabama, featured the flagship *City of Miami*, an every-other-day operation which alternated with its rival, the *South Wind*. The *City of Miami* cooperated with the Central of Georgia to relay this train south of Birmingham to Albany, Georgia. Here the Atlantic Coast Line and Florida East Coast (and later the Seaboard Coast Line) carried the train into its tropical namesake city.

The *City of Miami* was the leading train for "sunbirds" fleeing the snowbound winters in the Midwest. It carried sleepers to both coasts of Florida and even had Pullman cars originating in St. Louis. During the heavy winter season, it operated with a Pullman dome car, owned by Northern Pacific. This car, along with the

GARY ZEITLER, PHIL GOSNEY COLLECTION

Top: The *Panama Limited* slows for the crossovers of Kensington, on the south side of Chicago. The buildings of the Pullman Company, as well as the electrified suburban main lines, can be seen in this July 1970 view.

Bottom: IC and Pullman conductors greet passengers and lift tickets for the flagship train at Chicago's Central Station on December 29, 1968. The Pullman conductor will retire in two days, since his company will cease to exist at the beginning of the new year.

4032
CENTRAL

Illinois Central's finest, the *Panama Limited*, is ready to depart Chicago in November 1967. Mr. Johnston is probably watching from the corporate headquarters located above the train. The train retained its "all Pullman" distinction for only one more month. James D. Bopp photo, Phil Gosney Collection.

Top: Swollen with a heavy Christmas crowd, train 3, the *Louisiane*, arrives Memphis Central Station on the morning of December 27, 1967. From any angle, this paint scheme was indeed a classic one.

Above: *City of Miami* club-lounge-observation car 3300 is seen in tropical Jacksonville, Florida, in December 1968. This car was built for the original 1940 coach streamliner.

Right: The Central of Georgia contributed two E8 units, 811-812, that rotated on both the *City of Miami* and *Seminole* trains. These units eventually roamed freely throughout the IC system, and the 812 is seen leading train 4 at Memphis in April 1969.

whole train, including the E units, had to be painted in IC's handsome orange and brown livery. This was Mr. Johnston's edict. Although a joint operation, this train looked like an Illinois Central train: Coaches contributed by ACL, C of G, and FEC were painted in the appropriate colors and carried the train name *City of Miami* across the letterboard. The actual ownership was sublettered, in smaller letters, toward the bottom of the cars.

By January 1963, Florida East Coast was no longer the relaying carrier of this train south of Jacksonville, Florida. A bitter strike, unfortunately with violence and sabotage, quickly transferred this operation southward on a routing using the ACL and the Seaboard into Miami. In 1967, these two lines were merged into Seaboard Coast Line, which continued operation of the *City of Miami*, though it contributed only coaches and an occasional 10/6 SCL sleeper. The ACL and SCL provided E units, all the way into Chicago, on the rival *South Wind*.

The Central of Georgia contributed two E8 locomotives for the pool, and these units wore the distinctive orange and brown scheme, right down to the green diamond logo. The discerning eye could detect this southern railroad's name inside the diamond logo. These units rotated between the *City of Miami* and the *Seminole*. (In the final years of passenger service, the units appeared on all corners of the IC system.)

The *Seminole* was the workhorse and running mate on this route. It ran heavily laden with express and mail cars, making more stops along the way. It carried a Pullman only from Chicago to Birmingham and a diner-lounge as far as Carbondale. The visual symmetry did not apply to this train, at least on the head end, with the large amount of baggage and mail cars. Coaches continued onward to Jacksonville.

By 1966, IC operated only one train in the Chicago to St. Louis market. This train, the *Green Diamond*, still carried full dining car service. The train laid over in St. Louis only one hour, returning to Chicago that same afternoon.

To the west, on the Iowa Line, two trains plied the route. The streamliner *Land O' Corn* (Nos. 13 and 14) operated on a daylight schedule to Waterloo, Iowa. The train ran with coaches only. The overnight mate on the route was the *Hawkeye* (Nos. 11 and 12), featuring both coaches and a Pullman car all the way to Sioux City, Iowa.

An obscure operation was the pair of trains known as the *Southwestern Limited* (No. 205) and the *Northeastern Limited* (No. 208), which ran between Meridian, Mississippi, and Shreveport, Louisiana, with coaches only. Its schedule was timed at the originating city of Meridian, where a heavy volume of mail was transferred from Southern Railway's *Pelican*, an express and mail train operating between New York, Washington, D. C., and New Orleans.

These trains used ubiquitous black GP9s, equipped with steam generators, almost exclusively. As one would expect, these trains operated for the benefit of the mail and express rather than passenger convenience.

In 1967, the United States Postal Service decided to shift its shipment of mail to the airlines and truck lines. For the railroads, which had hauled the mail for a century, it seemed that this was a harbinger for the end of the passenger train. Without mail, the trains were losing vast amounts, in the millions, each year. It was obvious some measures had to be employed to stem this financial drain.

Mr. Johnston, now ascended to the chairman of the board position, brought in William B. Johnson as his personal selection for successor as president. Although new to the IC, Mr. Johnson had railroad experience with the Pennsylvania Railroad as an attorney and had been president of the REA Express company for a short tenure.

Changes in the Wind

William B. Johnson had brought about a change of image for the Illinois Central in 1967. The traditional green diamond logo, which had served the company for several decades, was replaced by the new split rail logo. The first pieces of equipment to reflect this change were the passenger trains, since they were a highly visible product along the system. Changes were in the wind, and soon.

November 30, 1967, was declared "Wayne A. Johnston Day" by Illinois Governor Otto Kerner. On this date, Mr. Johnston celebrated 50 years service with his Illinois Central. He retired with copious glory and accolades, receiving the Gold Medal of Chicago, that city's highest honor, presented to him at a ceremony hosted by its distinguished mayor, Richard J. Daley. Mr. Johnston would die, in his easy chair at home, only four days later.

On December 15, 1967, a "new" coach train was inaugurated on an overnight schedule between Chicago and New Orleans. Known as the *Magnolia Star*, this train ran on the same schedule as the all-Pullman *Panama Limited*. To capitalize on the event, IC had the local TV stations, newspaper reporters, and radio broadcasters in attendance to witness its first departure from both Chicago and New Orleans. Even the media in the online city of Memphis were trackside to record the first northbound passage of this "new" train.

The event turned out to be the advertising coup of the century, since, in reality, the *Magnolia Star* was simply the name of the coach section added to the *Panama Limited*. The inevitable had transpired. Coaches were now operated on the *Panama Limited*, but Wayne A. Johnston was not around to witness this economically motivated change. And he had been dead only two weeks.

It didn't take William B. Johnson long to implement his massive cutbacks throughout IC's passenger service. Familiar trains such as the *Creole*, the *Seminole*, *Land O' Corn*, and the *Chickasaw* all became just a memory. The pair of mail trains operating from Meridian to Shreveport was cut back to Vicksburg, Mississippi, and eventually eliminated. IC no longer operated into St. Louis from Chicago. The line's lone train became a truncated Chicago to Springfield service, now called the *Governor's Special*. Within 12 months, every route had suffered a major curtailment of service. The fiscal reality of passenger operations had become obvious. Without the revenue from hauling mail, the passenger trains were doomed.

The *City of Miami* was now the only train from Chicago to Birmingham, and every other day at that. Soon cars from the SCL, wearing the stainless steel and painted logo of that new company, broke the visual harmony of this "streamliner." Four trains each way called at the "Crescent City," New Orleans, but by fall 1968, that number was halved.

To his credit Johnson developed the "Mini-Corridor" between Chicago and Carbondale, a service composed of five daily trains each way. The mail no longer was traveling by rail, but fortunately the college traffic never faltered on these trains. Previously, some trains had continued onward to Birmingham or New Orleans, but now they were curtailed to an operation solely

within the state of Illinois.

During this era seven dome cars were bought secondhand from Missouri Pacific. Also, a few coaches from this road were remodeled into combination coach-food cars. Dining car services were reduced on all trains. The twin-unit dining cars were replaced by a conventional, single diner on both the *City of Miami* and *Panama Limited*. The set-out sleepers were discontinued. On the popular *City of New Orleans*, meal service was provided by a Palm Grove Café. This was an informal car, featuring both table and counter service, serving full meals all day long. Feature cars, such as the club-lounge-observation car, no longer plied the full route to New Orleans, nor on the rear. The cars were operated mid-train, with a lounge car equipped with diaphragms, and only as far as Jackson, Mississippi. All the trains that operated on the Mini-Corridor simply ran with a food bar–coach, a one-person operation out of a former Missouri Pacific car. Checked baggage service was discontinued at the smaller cities and towns along the system. No expense was overlooked.

GARY ZEITLER, PHIL GOSNEY COLLECTION

Top: A dome coach graces train 1, *City of New Orleans*, at Memphis in May 1969. The curved glass of the Budd dome section has been painted over to reduce the stifling heat inside.

Bottom: The twin unit dining car on the *Panama Limited* contained one of the most elegant interiors of any train. This car featured "The King's Dinner" and a secluded section known as the "Candlelight Cove." A waiter sits awaiting departure from Central Station Chicago in June 1966. This car was replaced by a conventional, single dining car in 1968.

The seven dome cars purchased from MoPac deserve mention. Three cars were built by the Budd Company and four constructed by the Pullman Standard Company. In Illinois Central operation, four cars were assigned to the *City of New Orleans*, two for each consist. One dome-coach was assigned to each set of *City of Miami* trains. The seventh car, MP 593, was used as a source for parts and never saw actual service on the road.

A fatal flaw was soon discovered in these cars. They simply could not keep cool in the sultry humidity of the South, particularly in summer months. The cars became rolling hothouses. A makeshift solution was found: To reduce the thermal effects in the cars, IC plated over the front, top, and end windows of the Pullman Standard domes. The windows of the Budd cars, with their intricate curved glass, were painted over with several coats of chocolate brown paint.

Since the viewing was strictly peripheral, without the pleasure of witnessing vistas forward, above, and to the rear, the cars were nicknamed "Helen Keller dome cars" by fans. This rather irreverent description was very close to being accurate, and the experience of riding in one of these modified cars was rather anti-climatic. The cars still ran warm in the summer months.

By 1968, IC had changed its focus and direction. The new president, Mr. Johnson, had conducted detailed discussions with Glen Brock, president of rival Gulf, Mobile & Ohio. The merger of these two roads became a reality in 1972. Also under the new administration, IC Industries expanded and aggressively acquired non-railroad businesses, such as the Midas Muffler Company, Whitman Chocolates, Dad's Root Beer, and Pet Foods, makers of the famed evaporated milk. The passenger trains, it seemed, did not receive scrutiny and attention as in previous years.

By the time that Amtrak was created, on paper, in 1970, Illinois Central was still incurring heavy losses from its passenger operations. The IC was ready to join Amtrak, as most other railroads elected to do. The IC even provided technical and consulting services for the future national carrier, in its formative stages, before the actual takeover.

Despite its efforts, Illinois Central was no longer the heavy passenger-oriented railroad of the past. The rounded-end observation

cars were gone from the *City of New Orleans*, and one couldn't even get a cup of coffee, much less a meal, south of Jackson. The train carried only a baggage car and two or three coaches into its namesake city. Coaches ran on the *Panama Limited*; the moniker *Magnolia Star* was completely dropped. Harsh realities had set in. The IC provided a respectable, if cost effective, service, but only in the markets that supported the trains.

Joining Amtrak was a graceful and noble way to bow out of this traditional service. Illinois Central's very name and reputation had been built upon these trains.

Still, the trains looked grand, right up the very end on Amtrak Day—May 1, 1971—even with the newer split rail logo. I consider myself very fortunate to have witnessed, firsthand, the operations of this classic railroad. History will be kind to Illinois Central. Who could ever forget the orange and brown streamliners of the Main Line of Mid-America?

Phil Gosney has been a lifelong railfan. He followed his childhood ambition to become a locomotive engineer and now has 29 years of service in locomotive cabs. He works out of Oakland, California, on Amtrak's Coast Starlight. *His photos and articles have appeared in* PACIFIC RAILNEWS, CTC BOARD, TRAINS, *and* RAILFAN AND RAILROAD *magazines. This is his first article for* VINTAGE RAILS. *He wishes to thank his good friend John Ferry of Chicago, a longtime IC employee.* ◇

Top: The *City of New Orleans* is a mile north of Memphis Central Station, and the passengers are enjoying a view to the west of the "Father of Waters," the Mississippi River. June 1968.

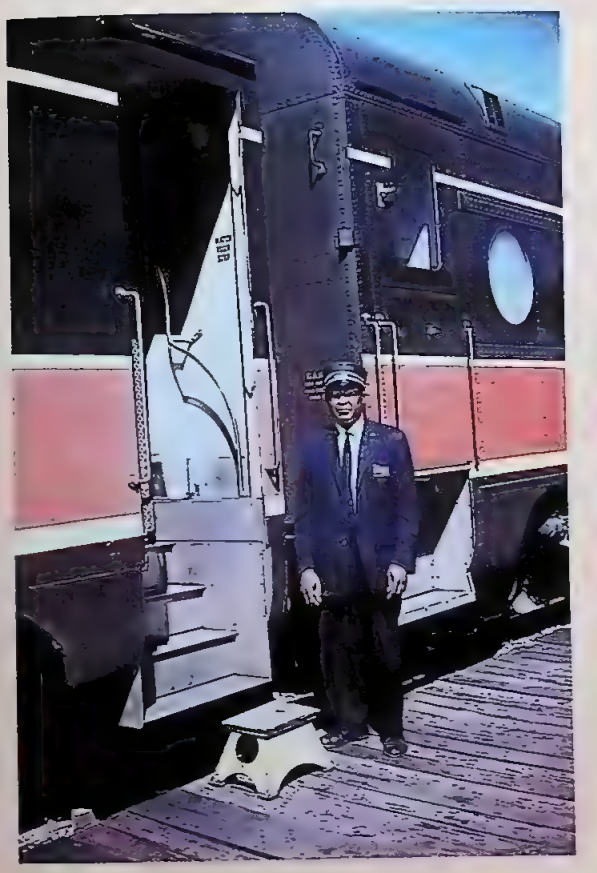
Bottom: Proudly wearing the company colors and the train name *City of New Orleans* inside its drumhead, this rounded-end observation car's days are numbered. In a few months the replacement lounge car will operate mid-train, and only far as Jackson, Mississippi. Train 1 leaves Memphis, en route to New Orleans, in the low autumn light of November 1968.

Down in Dixie

Two Days in Memphis

Above: The lead E8 of train 2, the *City of New Orleans*, gets a quick rinse at the station stop. The engineer occupying the controls of the stately E unit has earned this position with his faithful 40 years of service. He will handle this train north to Cairo, Illinois, and return to Memphis on the *Panama Limited*. For him this was the finest job on the seniority list, and it couldn't be better.

Right: No. 1 arrives Memphis with a rounded-end obs and a Budd dome coach on a lengthy consist on the New Year's Day holiday of 1968.

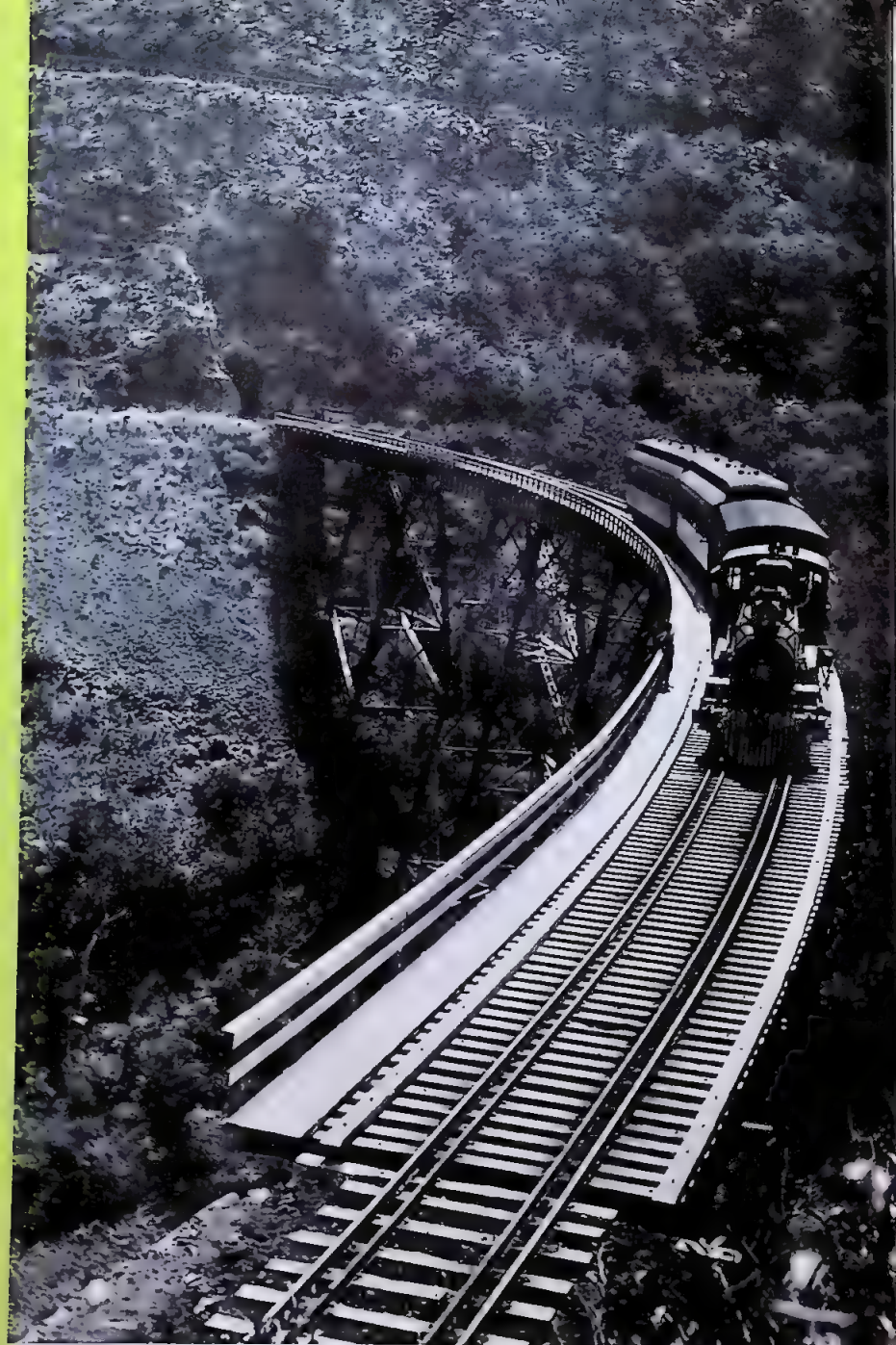


Left: A porter loads a coach on train 4, now known as the *Mid-American*. Formerly called the *Louisiane*, the train has been curtailed to a service only between Chicago and Memphis. The porthole in the next car identifies it as a former Missouri Pacific food bar–coach, which provided limited food service all the way to Chicago. November 1968.

Below Right: The three E units have cut off from train 2 and will pull forward to be watered. The switcher is ready, in the background, to add the storage mail car to the front of the train. April 1968.

Bottom: IC's oldest passenger unit at the time, E6 4001 built in November 1941, has the honors of leading train 1, *City of New Orleans*, this November 1968 evening. Allotted only 10 minutes for servicing, the train still has 394 miles ahead of it before reaching its namesake city on its all-day, 921-mile trek.

HAWAII'S EXPENSIVE RAILROAD



ALL PHOTOS EXCEPT AS NOTED COURTESY LYMAN HOUSE MEMORIAL MUSEUM

By Sophia Schweitzer

A stone platform, a turnstile and a roundhouse, fading memories and photographs: Those are the remains of the 100-mile railroad around Hilo on the Big Island of Hawaii. At construction costs of $6,036,105 (ca. $450 million in adjusted 1998 dollars), it is believed to be one of the most expensive railways ever built. Its brief existence was as turbulent as the waters that gave its 11 engines steam and that ultimately, also, destroyed it.

In 1876, the United States gave the Hawaiian Islands permission to export sugar duty free. Annexation followed just over two decades later; and, of course, the challenge to turn an already flourishing sugar industry into soaring profits grew into a fever. The Hilo Railroad might not have been the first railway in Hawaii, but it would prove to be one of the most ambitious.

Benjamin F. Dillingham, an agricultural entrepreneur from Honolulu, obtained the charter for the common carrier Hilo Railroad in 1899. It would be built as the only standard gauge road on the islands, at 56.5 inches, serving the sugar mills of the Hamakua and Puna coasts. He also invested in the desolate lava fields south of Hilo, risking the wrath of a highly active volcano. Here he started the Olaa Sugar Company.

That same year the Hilo Railroad ordered two Baldwin locomotives: *Olaa*, No. 99, a 43-ton 4-6-0 Ten-Wheeler for mainline work; and *Hilo*, No. 33, an 0-4-2 Saddle Tank locomotive more like already existing narrow gauge plantation engines and perfect for hauling construction trains.

These two engines came with grates for wood fuel—Hawaii's forests provided an abundance—but not much later they were converted to coal and in 1908 to oil. They were shipped in January 1900 and arrived that spring, just when the first railroad phase, a track from Waiakea outside of Hilo to the new Olaa Mill, reached completion.

Simultaneously, Olaa Sugar developed its own tracks from the mill into the fields. From another plantation it took over a narrow gauge, unidentified 0-4-0 hoisting engine with a vertical boiler. In 1900, it also bought an 1896 0-4-0 Baldwin with Vauclain compound cylinders, which had been built for a 2-foot gauge road near Pahala, in the Kau district of Hawaii. Olaa Sugar changed

The Hilo Railroad might not have been the first railway in Hawaii, but it would prove to be one of the most ambitious.

Opposite Page: A pedestrian steps way back to let a three-car mixed train pass, led by ancient, 1868-vintage William Mason 4-4-0 American No. 15. The Big Island's rough terrain necessitated ingenious construction methods, including building a curved trestle just outside of a tunnel, as evidenced in this view.

Below: A short mixed train powered by a Ten-Wheeler ambles across one of the railroad's many long bridges.

A muscle-powered turntable in Hamakua is used to turn a vehicle strangely reminiscent of the Rio Grande Southern's Galloping Goose.

MAP BY JAMES P. ZIEGLER

the Vauclain into an 0-4-2T standard gauge, named it *Daniel Foster*, and kept the little engine in service for 30 years.

Not ever doubting his imminent success, Dillingham expanded his territory with a large piece of land near Kapoho, farther south and even deeper into the lava. On March 2, 1900, he founded the Puna Sugar Company. Naturally, he planned the next extension for Hilo Railroad to reach out to his new mill in Kapoho, a total of 24 miles from Waiakea. Two short branches, financed by Puna Sugar and Hilo Railroad as a joint venture, were to reach into the cane fields.

In Hilo itself Dillingham built a drawbridge over the Wailoa River, adding one mile of railroad along Hilo's waterfront. No. 99 and No. 33 handled all the work, running over ties made of flaming-red—now endangered—koa wood from nearby forests.

Also, south of Hilo, Dillingham envisioned additional profits rolling in with a railroad extension toward the famous Volcano House, a favorite stop for tourists visiting the erupting Kilauea Crater. Tracks would run 12.5 miles uphill, via Mountainview to Glenwood Station, from where the traveler would only have to go another nine miles—a considerable improvement over existing tourist transportation along the 32-mile stone-cobbled wagon road.

The Volcano track opened in summer 1902, ascending 2,295 feet from Hilo. Hilo Railroad invested in open platform coaches and an open observation car with roof and side curtains to protect passengers against the fierce Hilo rains. Baldwin shipped a second 4-6-0 Ten-Wheeler, No. 3, named *Kilauea*. This time it came with coal grates installed.

To finance these ongoing expansions, the Hilo Railroad sold $850,000 in 6 percent bonds and $1,000,000 in stocks.

Puna Sugar Company purchased a 32-ton 0-6-2T Porter in November 1902, *Kapiko-O-Kalani*, or "Center of Heaven." In 1903, Hilo Railroad acquired a four-year-old 0-6-0 Schenectady, too heavy for its original purpose as a switcher on the Sierra Railway but, converted to a powerful 2-6-2, useful serving as a road engine around the roundhouse in downtown Hilo.

But the new plantations struggled with grasshoppers, low sugar contents, and tropical pests. Puna Sugar and Olaa Sugar were

forced to merge under Olaa's name. *Kapiko-O-Kalani*, the little Porter engine, lost its quaint identity and received a bleak number instead, No. 7, a reflection of dying expectations.

In 1908, the reformatted Olaa Sugar and the Hilo Railroad decided on two new approaches:

First of all they ventured into the lumber business, soon turning precious acres of koa and ohia forests into railroad ties for the Santa Fe Railway. Three-foot gauge lines and three Shay geared engines penetrated the rain forests, until the less than successful project was abandoned in 1916, when sugar could conveniently replace the deforested acreage. Standard gauge tracks superseded the timber roads. Olaa Sugar bought four 2-6-0 Mogul type Baldwins, Nos. 8, 16, 21, and 87, during this period. At least for Olaa, the future looked promising once again. ...

Second, Olaa Sugar and Hilo Railroad drafted a proposal for a new wharf and breakwater in Hilo Bay, which, they hoped, would eventually attract larger shipping companies.

Congress in Washington approved the project under several conditions, among these a one-mile railroad extension to service the new wharf facilities, as well as a northward-bound line for the plantations all the way up to Honokaa, 50 miles from Hilo.

The Hamakua Division work began in 1908.

To raise funds, Dillingham circulated $4,500,000 in 6 percent bonds, part of which would pay off the previous bonds, while $2,000,000 was designed for the first 33.7 miles to Paauilo. The remaining $1,650,000 would see the project through completion.

He purchased two additional all-purpose—now oil-burning—Baldwin 4-6-0 Ten-Wheelers, No. 108 in 1908 and No. 191 in 1910. To these he added 1891 0-4-2 Porter Saddle Tank locomotive No. 39, which fell into the Wailuku river a few months later and was scrapped. In 1912, Baldwin shipped another 4-6-0 Ten-Wheeler, No. 192.

The following year, when wharf work had come to completion, Hilo Railroad took over an ancient 4-4-0 William Mason engine, which had come to the tropics as No. 15 to haul rock and other materials for the breakwater construction. Built in 1868 for California Pacific, this engine had already changed numbers and owners frequently before its early retirement from Southern Pacific as No. 1485 when Oakland commute lines electrified.

Costs, however, exceeded all estimates. In March 1913, the tracks had reached Paauilo, but at a total of $3,500,000. No one had predicted the enormous challenges the hauntingly beautiful Hamakua coastline hurled at the construction sites.

The railroad had to plunge forward over 13 steel bridges as high as 193 feet above water and as long as 1,006 feet. Tunnels burrowed through boulderous hills with a dark total of 3,100 feet, including the Maulua Tunnel of 2,700 feet. Curved trestles negotiated steep and daunting cliffs, demanding ingenious construction methods.

Onlookers admire shiny Hilo Railroad 4-6-0 Ten-Wheeler No. 192, an oil burner which was delivered by Baldwin in 1912.

A kindergarten class, complete with chaperons, poses in and around its train at what is believed to be Glenwood Station. Probably the class is on an excursion to visit Kilauea Crater and nearby Volcano House, a mere nine miles from the end of the line at Glenwood.

Having arrived at their destination, passengers step off the rear car of a Hilo Railroad train.

Costs, however, exceeded all estimates. In March 1913, the tracks had reached Paauilo, but at a total of $3,500,000. No one had predicted the enormous challenges the hauntingly beautiful Hamakua coastline hurled at the construction sites.

By 1915, Dillingham was no longer able to pay the bonds. And so on March 1, 1916, the Hilo Railroad was sold for the sum of $1,000,000 to the bondholders, who reorganized the company as the Hawaii Consolidated Railway. They immediately issued new stock, including a 7 percent offer. In addition, they made $2,350,000 in 5 percent bonds available. They also discovered the staggering truth: So far construction of the tracks had averaged $60,361 per mile, a world record!

Still, this didn't stop the new owners. That same year they ordered No. 196, a new 2-8-0 Consolidation type engine from American Locomotive Company's Cooke works. In 1921, they bought another 4-6-0 Baldwin Ten-Wheeler, No. 121, with smaller drivers. The engines now featured so-called "whaleback" tenders to improve visibility while running backwards.

Hawaii Consolidated Railway targeted the tourist business. Let it be the world's most expensive railroad, let it be the most spectacular and breathtaking route! The railway ran sightseeing specials under the name *Scenic Express* along the Hamakua Division. It remodeled the coaches, embellishing car No. 9 with carpet, wicker chairs, and a full set of china and cutlery to serve the passengers. The menu featured *consommé en tasse*, tongue, and pot roast.

In 1924, engine No. 196, transporting Los Angeles Chamber of Commerce members, collided with No. 3 high up the Maulua Trestle in pouring rain. No one died, no lawsuits followed, but the nearly fatal accident shocked the railway.

Even so, between 1920 and 1930 finances improved gradually. By 1929, the railway showed a reserve of $562,098 and netted $223.182. It paid off a large part of the 5 percent bonds, leaving $2,000,000 outstanding. But this railroad company hadn't been and would never be in luck for long: The automobile lured passengers away.

The first railway branch to close was the line to Volcano House. And by 1936, remaining passenger use had decreased so much that some of the coach cars were retired or converted to haul the byproducts of sugar cane. Only engine No. 15 continued to pull a coach car while also serving as mail and express courier.

World War II renewed the interest in the railway's Hamakua Division, since gasoline for automobiles was no longer available,

and the large U.S. Army training camp in Waimea demanded efficient transportation for its soldiers arriving at Hilo port. At the end of 1945, the company was finally able to pay off the last $2,000,000 of bonds, paid dividends on the 7 percent stocks, and was heading for a debt-free future for the first time in its history. ...

Or so it thought.

On April 1, 1946, a major earthquake deep in the Bering Sea off Alaska caused two tidal waves to travel at a speed of no less than 512 mph, heading straight for Hilo Bay. The first monstrous wave swallowed Hilo at exactly 7:01 a.m. Engine 121, steaming happily along, derailed. The crew ran for its life when the second wave hit, demolishing cars, freight, station, buildings, bridges, and ... people. At least a hundred men, women, and children died while the water washed hundreds of feet inland, laughing at the breakwater.

Hawaii Consolidated Railway became history as of that morning. Repair was of course an—albeit expensive—option, but instead the railway tried to sell its remaining rights-of-way, tracks, and bridges to the division of highways. It refused.

Panicking now, the railway sold the entire business, all engines, cars, tracks, anything made of steel, to San Francisco scrapping company Gilmore Steel & Supply Co. for a mere $81,000.

Just when these scrappers were ready to ship the pieces to the mainland, the division of highways realized its absurd error. It should be using the railway grade for a new highway! Gilmore smiled and sold the scrapping back for $302,723.53.

And Olaa Sugar, south of Hilo? It was now forced to lease its 25 miles of track from Gilmore, as well as engine No. 196. It continued service with its own engines through 1948, until the automobile forced all rail operations to close down for good. By 1950, the last remaining engines were shipped and scrapped. In 1960, Olaa Sugar itself became history as well.

A large crowd waits in the shade of the station as a Hilo Railroad train prepares for boarding.

Half a century of history. Half a century ago. In Laupahoehoe, where the *Scenic Express* used to run, a small railroad museum opened in spring 1998. It is a mere whisper of what once seemed such an incredible dream, a passionate power play of will and water, ill matched from beginning to end.

Sophia Schweitzer is a freelance writer and novelist in North Kohala, Hawaii. In her non-fiction she specializes in food, wine, travel, and Hawaiian history. She is working on an alternative tourist guide, entitled BIG ISLAND NOTES.

She spent her childhood riding the rails of Europe, mystified by the long tunnels through the Alps, and she is happy to find some tunnel remnants near her Hawaii home. ◇

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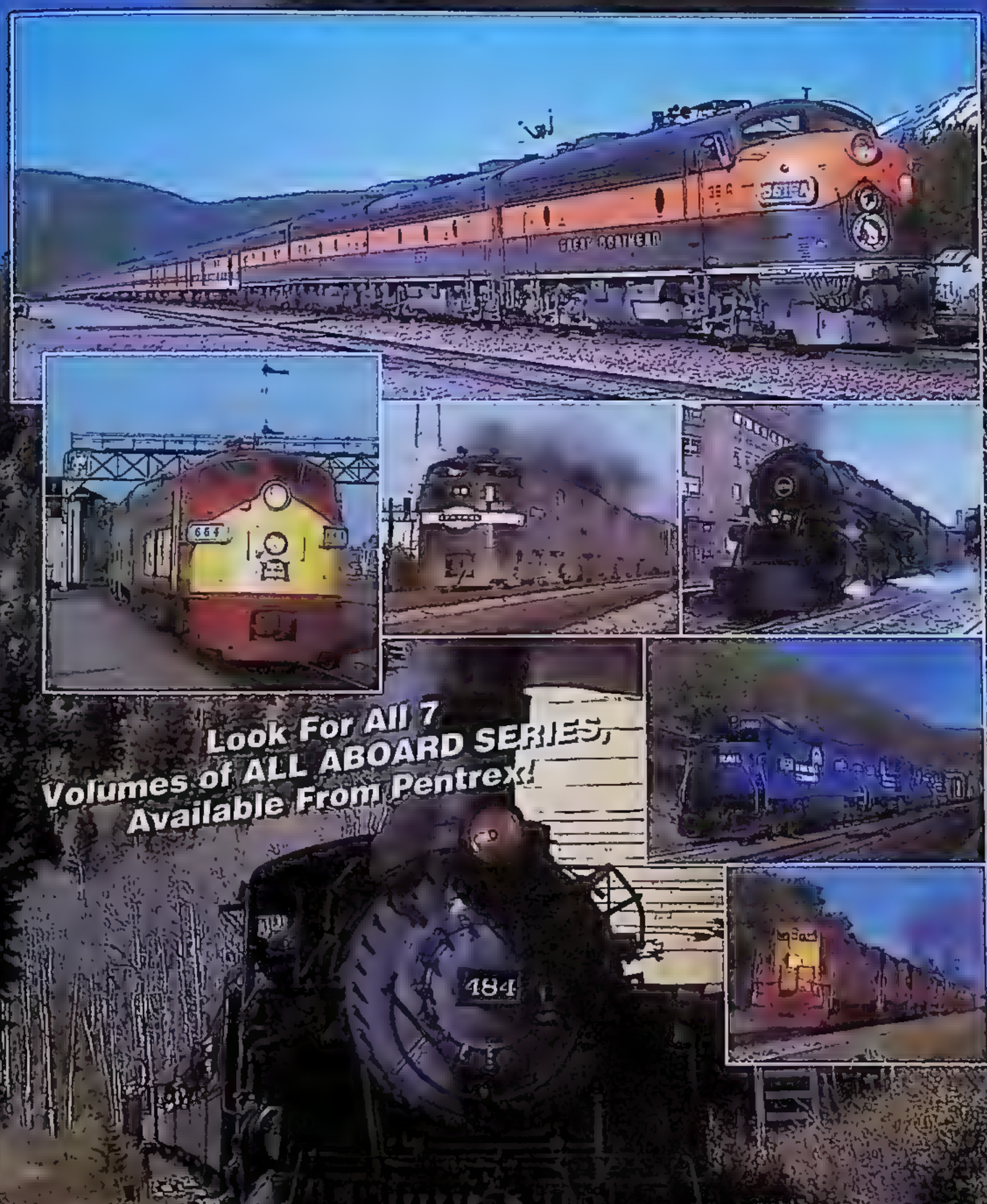

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Then the scene shifts to Michigan in 1967 and the freight trains of the NYC, PRR, N&W, C&O, and DT&I. Early diesels abound; there's even a matched set of Alco C430s in demonstrator colors. Steam fans will enjoy N&W 2-6-6-4 Class A engine 1218 pulling the *Suwanee Steam Special* excursion in Georgia and Florida! In color, with stereo sound and narration.

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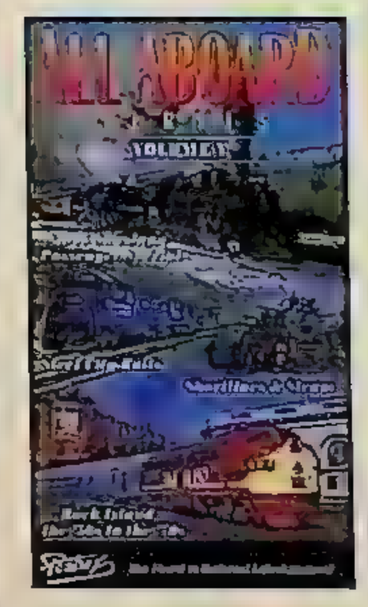

1965 San Juan Passenger Special, Steel City Rails, Rock Island – the '50s to the '70s, Shortlines and Steam

Volume V leads off with great vintage films of a 1965 narrow gauge steam excursion from Alamosa to Durango, Colorado, including the now-abandoned trackage between Durango and Chama, New Mexico. Next, a 1980s visit to Pittsburgh, Pennsylvania delivers plenty of freight, Amtrak, and PATrain action. Motive power ranges from F-units and SD9s to SD40s.

A full half hour is dedicated to the Rock Island Railroad! The *Golden State, Imperial,* and *Rocky Mountain Rocket* are among the many featured passenger trains. Rare diesels such as the F2 and DL109 make appearances, along with FTs, E7s, E8s, GP7s, U28Bs, and Alco FAs. The final segment covers Canada's Goderich-Exeter Railway, Pinsly shortlines in Florida, the Allegheny Railroad in Pennsylvania, and several steam fantrips of 1968 and 1970. The variety just can't be beat! In color, with stereo sound and narration.

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*The footage used in **All Aboard Series** comes from the archives of the series' producer, Green Frog Productions. In creating this series, for PBS distribution, they have selected the very best scenes and subject matter available for your entertainment!*

A Day on the "NATCHEZ ROUTE"

June 10, 1948

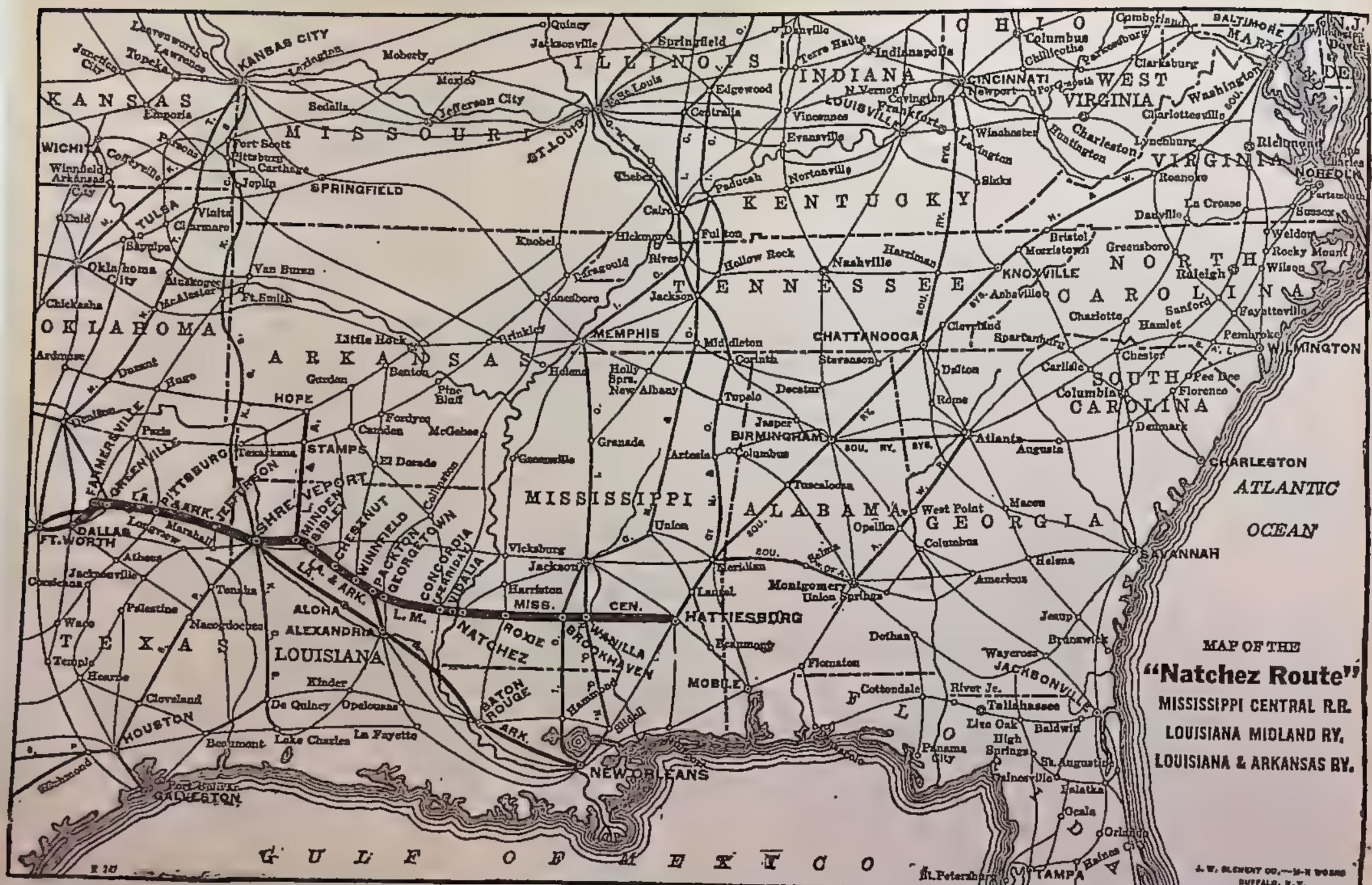
By Louis A. Marre

The September 1948 Official Guide features a full-page map on page 714 which suggests that the heavy black line drawn between Fort Worth, Texas, and Hattiesburg, Mississippi, is a vital link in the nation's east-west rail traffic. The map is titled "Natchez Route" in bold letters, beneath which the components of the route are listed (east to west): Mississippi Central R.R.; Louisiana Midland Ry.; Louisiana & Arkansas Ry. On the facing page, the timetables for the Mississippi Central and the Louisiana Midland note two through freights each way on the former between Hattiesburg and Natchez and one on the latter between Vidalia, Louisiana, (on the west bank of the Mississippi, connected to the MC by ferry to Natchez) and its connection with the L&A at Packton, Louisiana. For convenience, the connecting L&A train *65/66* is included in the LM timetable, but only as far as Shreveport. Consultation with L&A's timetable on the page just preceding the map reveals that Shreveport to Dallas service is, in fact, not by scheduled train—putting something of a damper on visions of predictable connections all the way west on the Natchez Route.

Notwithstanding L&A's reluctance to trumpet its Texas line as part of an expeditious route to Hattiesburg—and, presumably, somewhat beyond—the

B&HS yard engine for the day is Baldwin 2-6-2 250. Green jacketing, striped tires, polished brass eagle under the headlight, and air signal lines for passenger service if needed: It's *all* there. The highlights gleam in the midday sun.

The advertised departure of the Natchez Route afternoon time freight, train 51, is given as 4:30 p.m., with arrival in Natchez at 12:10 a.m., over some 149 miles of road. On this particular day, the level of traffic has reached such proportions as to require the services of two engines, 130 and 140. We see the pair of Mikados doubling their train (39 loads plus caboose) in preparation for imminent departure. The nattily attired headend brakeman is the picture of nonchalance on the footboard of lead engine 130, ostensibly unimpressed by two active volcanoes right behind him. The trackside resident at far left is more interested in the photographer than in a doubleheader. This single shot must have seemed ample reward to Bill Pletz for spending a hot day in Mississippi tramping all over Hattiesburg with a Kodak Monitor 616. After half a century has passed, it is beyond all price.



The September 1948 OFFICIAL GUIDE features a full-page map on page 714 which suggests that the heavy black line drawn between Fort Worth, Texas, and Hattiesburg, Mississippi, is a vital link in the nation's east-west rail traffic. The map is titled "Natchez Route."

operation of that route in its postwar days is chronicled by a series of photographs made in Hattiesburg on June 10, 1948, by a traveling railfan from Ohio. William C. Pletz was a native of Cincinnati who served as a dispatcher for the Pennsylvania Railroad and successors Penn Central and Conrail until his death on April 2, 1981. Bill photographed trains and locomotives from his high school days until the days of Conrail and was particularly fond of great circle railroad tours from Cincinnati to wherever steam action might be found. One of those took him through Arkansas, Louisiana, and Mississippi in 1948, and in the course of it he spent the entire day of June 10 in Hattiesburg—drawn to that location, no doubt, by the conspicuous display of "Natchez Route" advertising in the GUIDE. Some of his photographs on that single day now furnish us with a fascinating glimpse into a world that has died and is just now being reborn as "regional" carriers, such as Mississippi Central once was, are coming back in the megamerger age.

The major player in the Natchez Route was Mississippi Central, for the Louisiana Midland was in fact little more than a short line which took over a portion of the old L&A route to the river when that carrier merged with Kansas City Southern and began to operate over the new bridge crossing at Baton Rouge. The KCS/L&A reluctance to offer a timetable for their line from Shreveport to Dallas stems more from the threadbare condition of that segment of their lines at the time than any lack of cooperation with the other members of the route. Until line relocation and

Left: Mississippi Central's 7 o'clock switch job has made use of diminutive 2-8-2 122, equipped with footboards for the duration but carrying two bells just in case road work calls.

Below: A sibling 2-8-2 to the 122 was apparently switching at the same time. The 124 is being stoked vigorously in this view, and it is confined to yard work by the absence of the front-end bell. Note that both of these engines have power reversers and throttle dampers. Everything is up to date in places far south of Kansas City.

Below: Pride of place must go to Bonhomie & Hattiesburg Southern's stately 4-4-0 200. By 1948, the road was for "freight and express service only," and the little American Standard was without regular employment. It is stored serviceable: Its stack is covered, its doors and windows fully closed, and the bell rope has been disconnected and wrapped neatly around the ringer arm. All else is in readiness, including the apple green paint job common to all B&HS engines and the cast brass eagle ornament above the round Baldwin number plate on the smokebox. It was a B&HS custom to carry the driver spoke striping through the counterweights, and this has been faithfully maintained. This immaculate little gem would be priceless today had it been preserved—it is a state-of-the-art engine, even if a 4-4-0. Note the superheater, piston valves, dual sand domes, and automatic stack damper (on the Y pipe, right side) to keep cinders from being sucked into the cylinders while drifting with the throttle closed. First class, all the way.

Above: B&HS heavy road power for the day is resplendent 2-8-2 300, standing coupled to an NC&StL outside-braced wood boxcar of congruent dimensions. Next to the three B&HS engines, plain black Illinois Central power must have seemed decidedly dull. Maybe Bill skipped them on purpose.

Right: Over at the Mississippi Central, an elderly 4-6-0 assigned to yard service (the single bell gives that away) is undergoing a hydrostatic test after some boiler work. Note the temporary pressure gauge high in the air above the steam dome. This afternoon's 3 o'clock job will no doubt avail itself of this little Ten-Wheeler, which is working out its semi-retirement in genteel local chores.

Facing page: It is an established fact that Bill Pletz did not disdain to photograph a diesel locomotive, and had he encountered one in Hattiesburg, he would have done his duty. Well, at the stately depot of the Southern Railway, early in the morning, he caught an FT/F2 set, very likely the only diesels in town. They have no need of the conspicuous water plug, but most of the other Southern trains past this point very likely do make use of it. Fifty years later, one of Southern's FTs is preserved. If you could pick one of the other locomotives that Bill shot on that day, and have it to admire on display somewhere, which one would it be?

track upgrade of the Texas line a bit later than our special day, it was not the most expeditious piece of track in that part of the country. Miss Cent was noted, in the days of steam, for superbly maintained small engines and boasted one unique feature: Its road engines carried two bells, one atop the boiler and another above the headlight. This practice stemmed from a legendary accident in which the single bell was inoperable at a critical moment, causing management to vow never to let that happen again. The pictures show a set of locomotives in top-notch condition, perfectly suited to the terrain and traffic which kept them occupied.

Hattiesburg was also the home of the Bonhomie & Hattiesburg Southern, whose claim to shortline fame rested not only on its euphonious corporate title, but on a virtual catalog display of Baldwin shortline power. The busiest Class I carrier in town was the Southern Railway, whose New Orleans to Cincinnati main via Birmingham passed through the center of town and which provided Natchez Route traffic the logical connection to the great world outside. Illinois Central was also present in Hattiesburg, its Jackson to Gulfport line still carrying one passenger train each way per day in 1948. For whatever reason lost to history, apparently Bill photographed none of its trains—and they would have been 100 percent steam at that period, so there must have been none within his range at that time. Somewhere in the world there may be some IC engines that Bill shot in Hattiesburg on June 10, 1948; if you have them, we would all appreciate a look.

Now, 50 years later, those dozen surviving photographs which Bill Pletz made on what was, no doubt, a sultry day in the South, might just as well be from Neptune. None of the carriers pictured survive, at least not under their own names. Southern became part of Norfolk Southern. The B&HS was a curiosity on the second page of domestic railroads in the OFFICIAL GUIDES of the period (Cuban lines, then Wells Fargo, NY Dock, and Bush Terminal, and *then* Louisiana and Mississippi short lines). It listed 26.9 miles and named four officials of the Tatum family. Nonetheless, it boasted connections with the Illinois Central, Mississippi Central, and Southern. None of those sufficed to ensure its survival. The Mississippi Central was swallowed by Illinois Central after dieselizing unto the second generation. Its last purchase turned out to be even rarer than its 2-8-2s, a GP28 which in fact operates today on another short line, Arkansas, Louisiana & Mississippi—but that is another story.

Louis Marre is probably best known for writing about the diesel locomotive but is not ashamed to admit that he is old enough to have seen the Age of Steam. A native of Arkansas, he has lived in Dayton, Ohio, for 33 years with a small menagerie, a long-suffering wife, and occasional Relatives in Residence. This is his first VR *appearance as an author, though his photos have appeared in several issues.*

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FRIENDLY SERVICE ROUTE - 107 Min."Phoebe Snow" and her sisters; Commuters, Freight, Marion, MofW, Mid-1960s to the end of E-L.

COME TO THE FAIR - 70 Min. Two short B&W films on 1939 World's Fair and War Transportation, plus 40 Min. color films of E-L. East End.

WEST END - 70 Min. Ohio to Chicago in mid-70s - E8s, SD45-2s, Milw Fs passing stations, towers and semaphores long gone.

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E-L ENCORE - 77 Min. Cleveland Ore Dock, Bloomsburg Branch, Southern Tier and system wide, 1960s - 70s.

E- L LEGACY (2-tape set, $38) 3-1/2 Hours. "Before & After" comparisons along the ERIE (tape 1) and DL&W (tape 2). 1996 operations contrasted with ERIE Berks and new Fs and Es, early Conrail at Suffern, great reference work.

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BALTIMORE & OHIO IN TRANSITION - 65 Min. EM-1s, Mountains, Mikes and more alongside, and teamed with, GPs, FAs, Es. Pace a Pacific at 80 per

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WALLIN'S WONDERS - 50 Min. Richard Wallin's films of GM&O and Rock Island in the early 60s. GM&O Fs and Es, last FAs in Mississippi, R.I. BL-2s, many oddballs + Aerotrain!

LINCOLNLAND RAILS - 80 Min. Near Abe's home in Springfield swirled action of GM&O, Wabash, IC, IT, B&O and C&IM. Variety of eras spans the 50s to 1991. Tower visits.

NORTH AMERICAN TROLLEY TREASURES 77 Min. Traction fans, you are not forgotten! 1940s and 50s see the likes of Indiana Electric, Pacific Electric, West Penn, CA&E Illinois Terminal (early views than seen in #14 above), and over a dozen more from Iowa to Altoona to Canada!

PENN CENTRAL - 76 Min. Combine PRR, NYC, NH; make bankruptcy! 1968-1976 saga of a sad era, but one with a wide variety of motive power. System wide with much in NY state.

FROM THE ASHES - 60 Min. -Good compliment to PC tape, showing the early months of CONRAIL. See E-LE8s on former Penn, Fs and Alcos in Columbus, Corridor, NY&LB predecessor roads.

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Vol 3: WEST - 102 Min. (Transcontinentals Sherman, Front Range, Milw electrics)

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Vol 1: Historic Akron with B&O steam, 1956 crossing accident (!), ERIE, NKP, AC&Y "manual" track gang, NYC+PRR+B&O at Ravenna, wrecks. Get this one!

Vol 2: 1989-1990 CSX "color parade", ride Akron & Barberton Belt over now abandoned Goodyear Bridge route, Mikado #4070, CR, Amtrak, N&W...

Vol 3: More historic 1950s in first half hour, followed by the best of the early 90s. (VOL 1 is 68 Min., VOL 2 is 104 Min; VOL 3 is 112 Min).

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THROUGH THE GUIDE - 115 Min. Trains of over 40 lines, mostly 1960s. Valuable reference work showing-color schemes typical consists of name and secondary trains, NH, LV, NYC, PRR, etc.

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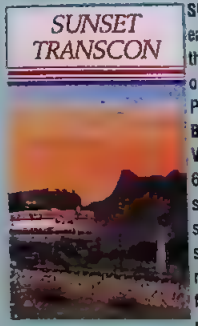
BROADWAY LIMITED - 100 Min. Historical study of a great train from inception in 1902 through final run in 1995. Rare old film and modern video traces her career.

GREENBIER LIMITED - One Hour. It lasted all too briefly. Ex-20th CENTURY obs. brought up the markers in style on the American-European Express in 1991. Ride Chicago - NY via the C&O route. Seven-course dinners, live piano music and elegant furnishings would make Chessie purr!

AUTO TRAIN - 60 Min. Original and Amtrak (1992)! versions - ride the ramp to a car carrier's 3rd deck!



SUNSET TRANSCON - 102 Min. SP and early Amtrak history of "Sunset Limited" - then press run, Miami open house, and ride on FIRST Miami - L.A. trip in April, 1993. Plus SOUTHWEST CHIEF.

BIRTH OF A VIEWLINER - 60 Min. - New single-level sleepers! The shells are fabricated at the former Pullman works in south Chicago. Assembly activity then switches to Hornell, NY, inside the ex-ERIE locomotive shop. See testing and revenue service on the LAKE SHORE in 1995.

• • • • • CANADA, THE GREAT DOMINION!!! • • • • •

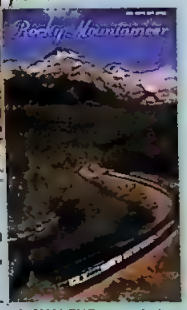
CANADA'S SHOWCASE - 112 Min. The "Canadian" story, plus a winter run with cab view of Spiral Tunnels! Wow!

CANYON DAWN - 90 Min. Supplement to above, cab views from #1 and from caboose, of Thompson Canyon.

SILVER BLUE - 75 Min. Same train 5 years later, in 1994. CN Toronto - Jasper - Vancouver.

TO THE NORTHERN LIGHTS - 65 Min. April 1994 ride to Churchill aboard FP-9. Steam heat, piggybacks, polar bears!

RAILS ON VANCOUVER ISLAND - 63 Min. Historic steam logging, ferry slip, "Malahat" RDC, CP freight, Canfor 2-8-2!



ROCKY MOUNTAINEER - 60 Min. Rockies by daylight, Van. to Banff and Calgary. Super Dome! 1996 ride.

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Toy Trains and the Holiday Tradition: Past, Present, and Future

By Allan W. Miller

It's a scene that has been enacted in countless thousands of homes across the nation and repeated for generation after generation of America's youngsters:

It's early Christmas morning, and Santa has come and gone. Around the base of the gaily decorated Christmas tree, a gleaming streamlined passenger train streaks along shiny silver rails, passing mountains of brightly wrapped gifts and perhaps even a miniature nativity scene as it circles on and on in its seemingly endless journey. Lying on the floor, wide-eyed and with awe-struck face cupped in folded arms, the latest "engineer" on Santa's callboard gazes transfixed as his miniature "Limited" continues toward its imaginary destination.

Ask an adult model railroader how he or she first became interested in the hobby, and chances are the answer is that it all started with a simple oval of toy train track circling the family Christmas tree. Most often, this initiation into what often blossoms into a lifelong love affair with trains—both real and miniature versions—was inspired at an early age; cultivated during childhood years; forgotten in the teens and beyond when careers and other

On Schedule.

ALL IMAGES: ANGELA TROTTA THOMAS

interests intervened; and reborn again when an individual's life became more established and settled, and when a bit of new-found leisure time and some discretionary income permitted the pursuit of hobby-related interests.

Toy trains are intimately associated with the holiday celebration we know as Christmas. It is, of course, an appropriate liaison, since playthings of all types have long been associated with our holiday gift-giving tradition. But what is it about toy trains, in particular, that made them the playthings of choice for past generations of youngsters; and, more significantly, what is it about them that causes this somewhat disparate bond between toy trains and Christmas to continue even to the present day, when railroading and things related to that transportation mode are far less auspicious and less visible?

Nostalgic attachment for the things of our past only partly explains the phenomenon. To be sure, nostalgia—a longing to regain some tangible hold on the pleasant memories of a bygone time—explains why a number of us rediscover and continue to "play" with toy trains long after our childhood years. After all, for a good many who were raised in the early post–World War II years, those were, at least in retrospect, simpler and perhaps even happier times. We were children then, benefiting from a prosperous economy; and it's only natural that we would, in later years after life's experiences had exposed us to some harsh realities, cling dearly to memories of our more carefree and innocent youth.

But nostalgia alone doesn't fully explain what might best be termed the "staying power" of toy trains—that special attraction that drives present-day consumers to continue this Christmas tradition. Certainly, untold numbers of middle-age-and-beyond adults keep the tradition alive by purchasing toy trains for that special grandchild, niece, or nephew. But it's also obvious that a great many 20-something and 30-something parents—couples born and raised in a time when trains were viewed as historical relics in the realm of playthings—also continue to include toy trains on their children's Santa lists. So we might well ask: Why, from among the bountiful variety of gift-giving items available, do toy trains continue to retain something of a most-favored status?

The answer is, perhaps, as closely associated with certain aspects of astute consumerism as it is with any nostalgic feeling.

In the first place, toy trains "do things." When they're incorporated as part of an around-the-tree display, however modest, they add movement, sounds, light, and even smells to the overall setting. When Joshua Lionel Cowen, founder of the Lionel line of trains, first launched his innovative products around the turn of the century, he did so with the intention of selling merchants on the idea of adding movement to their store window displays, thereby attracting the attention of potential customers who might be passing by. So successful was this enterprise that merchants soon found that customers wanted to buy not just the items around the trains, or those being transported aboard—they wanted to buy the trains themselves! Toy trains simply delight the senses—all of the senses—and most other contemporary playthings don't.

Toyland Express.

Widespread exposure to toy trains has also stimulated sales over the years and continues to do so today. Almost from the start, toy trains have enjoyed Madison Avenue support in advertising and promoting a linkage between trains and Christmas. In the period following World War II, through the 1950s, and into the 1960s, toy trains were everywhere, especially during the Christmas holiday season. The nation's youth was incessantly bombarded with toy train advertising, led by the heart-tugging advertising campaigns launched by Lionel via its colorful consumer catalogs and, to a lesser extent, by those of its principal competitor, Gilbert's American Flyer. And when you picked up a magazine or read the Sunday comics section of the local newspaper, you likely saw an ad for toy trains. When you went shopping with Mom and Dad, toy trains filled display windows and salesroom floors of department stores, hardware stores, and even the neighborhood five-and-dime. If you turned on the radio, you heard toy train commercials and even entire programs sponsored by the major manufacturers. Even into the late 1950s and beyond, as television emerged as the entertainment medium of choice, toy trains were in ample evidence during the evening hours when persuasive children, and their vulnerable parents, were "glued to the tube."

All this changed to some degree in the mid-1960s, when the everyday popularity of toy trains gradually gave way to video games, slot cars, action figures, and a variety of more fanciful playthings. But the link between toy trains and the holiday tradition had already been firmly ingrained, and even today you'll see toy trains employed as supporting props in television commercials and in print advertising for everything from laundry detergent to fast food chains.

Also, toy trains were, and still are, built to last and to perform reliably with a minimum of attention or care. These are solid and robust toys, and they're easy to set up, use, and maintain. This long-lasting

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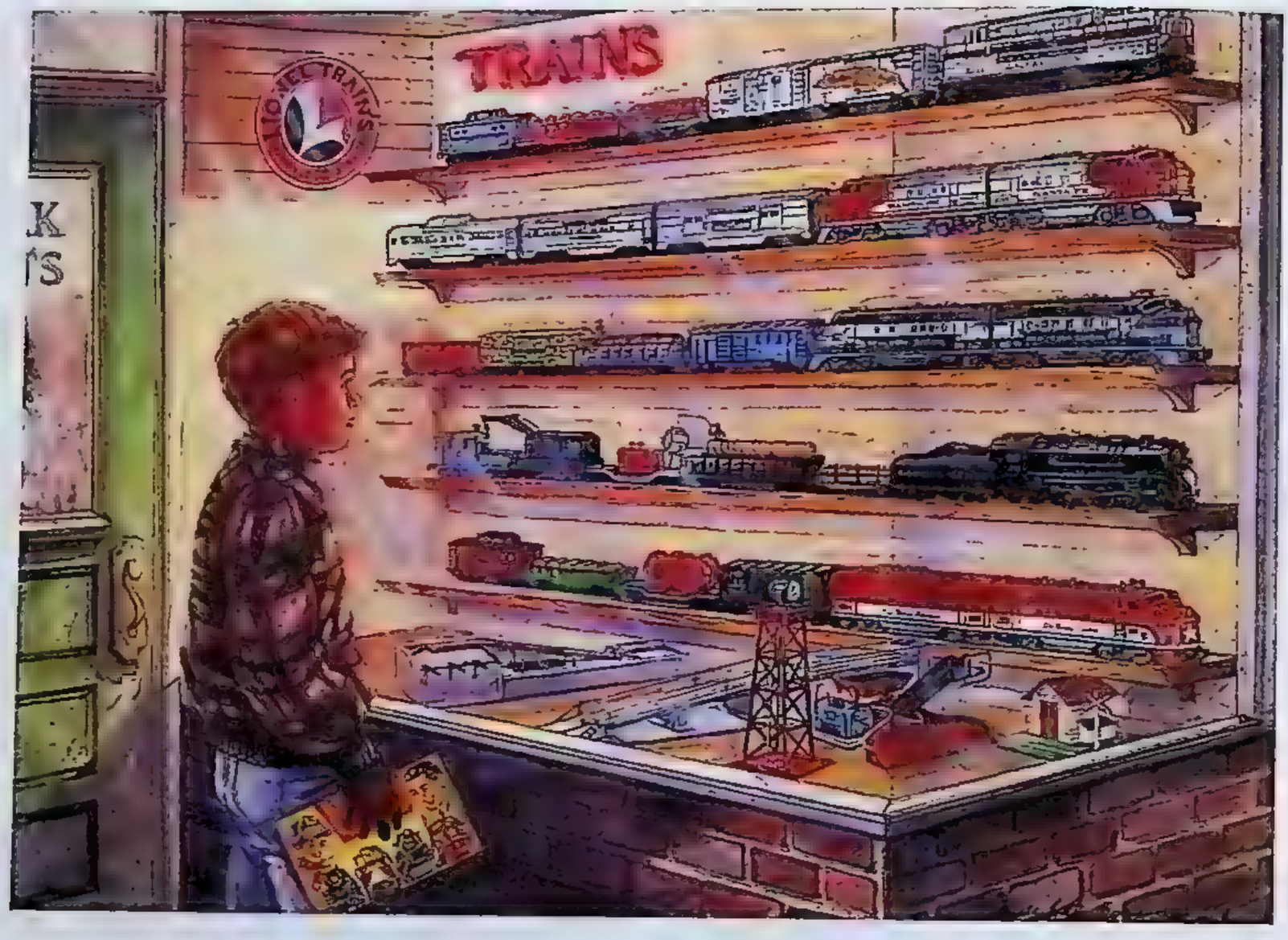

High Hopes.

durability accounts, in large part, for the sizable number of half-century-or-more-old Lionel and American Flyer trains that still perform regularly on Christmas layouts around the country. The trains were intended to be used, and (as happens when placed in a child's hands) even to be abused to some extent. That is not to say that they were indestructible—they weren't! Nevertheless, a die-cast Lionel steamer can certainly withstand being plowed into a pile of Lincoln Logs or a formation of toy soldiers and can even survive an accidental tumbling to the floor.

Finally, toy trains were, and still are, the sort of across-generations playthings that nearly every member of the family—young and old, male and female—enjoyed both seeing and operating. For years, Lionel Trains fervently promoted the "bonding" that can occur when a father and his son enjoy constructing a layout and operating trains together. The not-so-subtle implication was that you couldn't really be a good father unless you provided your son with a Lionel train, and that no childhood was really complete without a Lionel in it. The ploy worked, and millions of parents dutifully bought into the message, not only providing toy trains for their children, but also carefully preserving these items as something to be treasured above the more common toy. Hence, toy trains became not just a holiday tradition, but also a family tradition.

And it's a tradition that's alive and well today. In fact, judging from toy industry sales figures in recent years, toy trains may be even more of a tradition today than they were in years past. The proliferation of new products, from Lionel and a number of emerging competitors, serves a robust market, and the variety of Christmas village accessories offered today, by Dept. 56 and other manufacturers of near-enough-to-scale ceramic villages, has made it possible for family members to combine related collecting interests in creating unique and attractive Christmas layouts.

When Joshua Lionel Cowen died in 1965, the New York HERALD TRIBUNE noted that "The man who influenced the celebration of American Christmas almost as much as Santa Claus died yesterday." Cowen would likely have been proud of such a tribute and prouder still to know that the electric toy trains made by him and his erstwhile competitors are, even today, an integral part of the American Christmas tradition.

The artwork accompanying this article was graciously provided by renowned toy train artist Angela Trotta Thomas. Ms. Thomas has built a career out of bringing to life, through her paintings, the treasured childhood memories held dear by countless toy train enthusiasts. Her images of events of Christmases past are as appropriate today as they were in the 1950s-era scenes depicted and are as timeless as they are nostalgic.

◇

James A. Bistline

"To be a lawyer with a great railroad and to run a steam program at the same time is sort of like Valhalla. It's a magnificent experience," said James A. Bistline, who retired in 1986 after a distinguished career with the Southern and Norfolk Southern.

Bistline talked about the almost 40 years he worked for the two companies while traveling on a special train from Washington, D.C., to Cumberland, Maryland, for the Lexington Group in Transportation History. He is a frequent rail traveler in the United States and abroad; his summer 1997 activities included 782 miles with Union Pacific's locomotive 844.

As a lawyer and later general solicitor, general counsel, and assistant vice president for the Southern Railway, Bistline's career touched important post-World War II railroad events: rates, especially the reparations dispute with the government in the late 1940s and the Big John hopper case in the 1960s; passenger train discontinuances; Amtrak's first contract; and mergers. He helped draft the merger agreement with the Norfolk & Western and stayed with the new company, Norfolk Southern, from the time of the merger in 1982 until retirement. The steam program was added to his responsibilities in 1966.

The soft-spoken Southern gentleman, born in 1915, did not intend to be a lawyer. "I had planned to become a history professor. At Duke, I took the honors course in history and as valedictorian in 1937 I could apply for a Rhodes scholarship. But I was eliminated in the U.S. finals—the Rhodes scholars hopefully are great scholars and good athletes. Presumably I was a scholar, but I was not a well-known athlete. The fellow who beat me out had national standing in tennis, so you can see the competition I was up against. Otherwise, I hopefully would have been a don at Oxford and would not have had these great years as a railroad lawyer and steam program manager.

"You couldn't have had a more wonderful life, amplified by the wonderful woman I lost in December 1996. We were married for 47 years, the most wonderful 47 you could imagine."

Bistline grew up on the main line of the Pennsylvania west of Harrisburg in the 1920s, where four tracks were full of trains at all times. "It was the golden age of railroading. After that, I moved to North Carolina, where my father had a factory and our home backed up on the Southern Railway just as it started up the heavy grade from Old Fort to Asheville. The great helper engines were stationed there, so there were trains at all times. Finally, in Cumberland, Maryland, in high school, our home faced the point where the Baltimore & Ohio divided to Chicago and St. Louis, and the Western Maryland went underneath."

He graduated from Duke University in 1937 and Columbia Law School in 1940. "I went with a law firm on Wall Street after Columbia then, during World War II, was in the U.S. Army as a judge advocate for five years, eventually in Europe and Germany. I did not want to go back to Wall Street because life there did not have what I really wanted, and being a railroader at heart, I decided to look for a good railroad and get a job as a lawyer," Bistline said.

Because he had been in Washington, D.C., in the early part of the war, he selected Southern Railway. "Before going to see the Southern people, I took several weeks,

JAMES A. BISTLINE COLLECTION

James A. Bistline stands next to Norfolk & Western J class 4-8-4 611, an excursion locomotive from 1983 to 1994. Although his railroad career extended over almost 40 years, Bistline selected steam program photos to go with this interview.

covered the 12 Southern states, and got to know the whole system by heart. When I applied for an interview, I could speak very fluently about all the operations, and, needless to say, I got a job the morning I applied. This was 1948, and I met Lillian Hunter, the woman I married a year later, about the same time, so it was a struggle courting a wonderful woman and being a young lawyer on the Southern. But both won out."

In the "olden days" on the railroads, in the 1950s and beyond, law departments usually were divided into three parts. Fortunately for Bistline, he was put in the commerce section, which handled rates, mergers, and operational problems. "This

is what I loved, because I could be a lawyer and be involved in operations where the law applied and in the rate litigation. In those days, the rate structure of the U.S. was very tightly regulated by the Interstate Commerce Commission. Before a railroad could change a rate that had any real consequence, you had to apply to the ICC. There was great opposition usually. This regulation would have ultimately destroyed the railroads, but it was solved by a number of great cases plus legislation of the Staggers Act of 1980."

Bistline's first legal work came as a part of a team of railroad lawyers defending the railroads against U.S. government claims that rates charged the government in World War II were too high. "The government agreed during the war to certain rates, then challenged them afterwards. The suit was for about $3 billion which in 1948-1949 was a tremendous amount of money and would have wrecked some of the railroads. So we tried these cases for three to four years before the ICC and finally won all of them. The government had to prove that what we were charging was unreasonable, and they did not prove that."

He cites rates on bauxite ore, from which aluminum is made, as an example. "The government during World War II thought they were going to run out of bauxite, so they brought it in from all over the world and stored it in Alabama near Bynum. They filled a valley down there with bauxite, and they later claimed the rate Southern charged was too high. There was an old rule in commerce law at that time that a rate could be determined to be reasonable by relating it to another rate. Some very smart traffic man found a little-used rate out of Bauxite, Arkansas, which would have undercut by a great deal what we were charging from Mobile to Bynum. We finally won that case, although we had to go to the Supreme Court. I have often wondered if they have ever used all the bauxite they buried in the valley, because someday a prospector will dig a hole and say 'We have discovered a new bauxite mine down here.'"

The Southern tried to change many rates to boost traffic, including petroleum, because the railroad was trying to compete with truckers hauling gasoline. The sugar cases went on for years. "Sugar rates were set so that refiners were protected from competition in other parts of the country. For example, the Savannah Sugar Refining Company in Savannah, Georgia, wanted to ship into the Midwest, but they could never get rates lowered beyond the Ohio River. This was to protect the refiners in Baltimore and New York who were shipping into the Midwest, and to keep those refiners from invading the south. There also was a relationship between the beet sugar rates from the West Coast, which sort of protected them in the far Midwest. So all these things called for enormous litigation," continued the attorney, known for his far-reaching knowledge of railroads from coast to coast.

In the 1960s, the passenger train-off cases were time consuming. "Passenger service began to decline immediately after World War II, and by the 1960s the railroads were losing enormous amounts of money on passengers and wanted to get out of the business. To do that, you had to take the trains off. The ICC had jurisdiction over interstate trains, but the states had jurisdiction over trains within a state, of which in those days there were still some. So you'd apply to take them off; there would be long hearings; sometimes you would get them off; sometimes you wouldn't. It became rather ludicrous, because there would be trains with only a few people, and yet the local people wanted to keep them. Under section 13 of the old Interstate Commerce Act, a state had jurisdiction over rates and passenger trains within the state, so when you applied to take off a state train, the utilities commission would invariably turn you down. Then you had to go to court. It took about two years to sue and show that the state action was a burden on interstate commerce. We nearly always won those cases, because the trains were hauling no people; they were a complete burden. But that way the political people could say that 'We tried to keep your train,'" Bistline said.

"The same was true of intrastate freight rates on items like wood chips. If you tried to raise the rates on wood chips, the states would turn you down, and you would have to go through the section 13 process. That'd take a couple of years, and usually you had to go to the courts."

Bistline was one of the lawyers who defended the Southern's Big John hopper rates before the ICC and courts in the 1960s, changing the fortune of the railroads. "The rates on wheat from the Midwest to the Deep South were about $10 a ton, and our president, the famous D. W. Brosnan, figured by building big hopper cars and hauling unit trains of grain to the South we could in 1961 lower the rate substantially. This disturbed all relationships, but it was one of the things that saved the railroads. We won that case in the Supreme Court in 1965, and grain began flowing cheaply into the South until today places like Gainesville, Georgia, are some of the largest poultry producing areas in the world, all because you can move grain in there cheaply.

"The cases that I enumerated plus others on other railroads really paved the way for the Staggers Act. Because it became clear to the Congress that if railroads didn't have the right to compete with motor carriers and barges, we would not have a sound railroad system in the future. The Staggers Act recognizes this. It's always a tragedy that sometimes it takes years and years of struggle almost to the brink until you get action that saves the day.

"It is well documented that the Big John case probably had more public impact

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on the need for deregulation than any other case. That was about 20 years before the Staggers Act. It took a long time."

Turning to mergers, Bistline noted that Southern was successful in two smaller ones, unsuccessful in two larger ones. "We took over the Central of Georgia in 1963 and integrated it into the Southern system. There was very little opposition to that. The Central of Georgia's passenger timetable had five lines radiating out from the palm of your hand. That was the Central. It didn't have major terminal points. Lacking through routes, it would have gone under before long in modern times. But by putting that hand within the Southern system, it gave us through routes that we didn't have, and it has been a very fine acquisition."

Another merger was the old Norfolk Southern, "really a very small acquisition. The old NS ran from Norfolk through eastern North Carolina to Charlotte. But it missed all the big cities except Raleigh and Charlotte. It for years and years just staggered along. We finally figured if we got the Norfolk Southern, we could use part of that line to get into Norfolk, rather than going over the Atlantic Coast Line from Selma to Norfolk. We bought the Norfolk Southern January 1, 1974, upgraded parts of it, and sold the rest off."

Two other potential mergers could have been important. "We were pretty well along until the Frisco terminated a merger in 1966 for reasons I have never really understood; it was internal. I don't think the Frisco would have helped the Southern very much, because on its own, it didn't go anywhere. It had competition from Santa Fe, Missouri Pacific, everybody out there, so it's just as well we didn't merge. As it turns out it became part of the Burlington, where it fits in nicely.

"The other big one which would have had a tremendous impact then and in the future was our attempt to merge with the Missouri Pacific. The Missouri Pacific served big chemical and petroleum interests in Texas; that was its real value. We were pretty well along on an agreement, but it broke apart on price. Southern offered a little more than what the stock was selling for in the stock market. But the MP wanted about $10 a share more. We said, 'Why should we pay that?' They said, 'Because in the future it is going to be a very valuable property,' certainly a prophetic statement. It broke up on that price in the early 1970s, which seems rather ludicrous at this stage of history, because since the Union Pacific took it over, it has been a tremendous, integral part of the UP system. Those were the big merger cases I was involved in."

When in December 1970 the U.S. Congress passed the Railpax act, which later became Amtrak, Bistline and four other railroad lawyers were appointed by the rail executives to negotiate a contract with the new rail system, a government corporation with no employees. "We met Christmas week, and around the clock for three months, hammering out this contract

THOMAS R. SCHULTZ, BISTLINE COLLECTION

Bistline sits in the engineer's seat of locomotive 611 in 1985.

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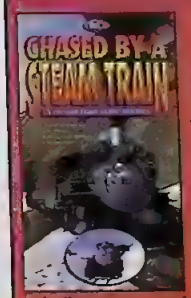

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RAILROAD AVENUE ENTERPRISES

so Amtrak could begin service on May 1, 1971. Of course, all the chips were against the railroads because they wanted to get out of the passenger business, and we had to agree to many things that were uneconomic. Originally, the railroads got no compensation for the use of the rails, which has been changed. There is incentive pay now, some contributions by Amtrak for structures.

"Even though I was on the committee for all the railroads, Southern had not decided whether to join Amtrak. So we went right down to the wire; it wasn't until the middle of April that Southern said we would continue the *Crescent* on our own. We were losing about $1.5 million on passenger service. But Graham Claytor, our president and one of the great railroad presidents of our time, was a great rail enthusiast. He believed in good service, and the *Crescent* was Southern's pride and joy. He thought that under Amtrak, it would go down, and of course it would have in the early days, in view of what happened on other railroads. All the trains deteriorated. So we did not go in. The law became effective May 1, 1971, and all the other railroads except the Rio Grande and Rock Island joined. Southern kept the *Crescent* going until 1979. At that time the deficit was up to about $9 million, which was really unconscionable, so we went over and joined Amtrak and have had a very good relationship ever since. The *Southern Crescent* was one of the trains that was kept, and Amtrak has kept it as a very fine train."

BISTLINE COLLECTION

Bistline stands next to locomotive 4501, which started the Southern steam program in 1966.

How did Bistline get involved in the steam program when it started in 1966?

"That's an interesting question. Graham Claytor had come to Southern as vice president-law in 1963, and I was general solicitor. Graham, who knew I had a great interest in railroads, said, 'Jim, we've got to get a steam program going. I think we can get 4501, which Paul Merriman has purchased from the Kentucky & Tennessee Railroad.' No. 4501 was a Mikado freight engine. It had been sold by Southern to the K&T in 1947 for hauling coal there in Kentucky, but it had been abandoned for diesels.

"Merriman of Tennessee Valley Railroad Museum bought it personally and told Graham and me, if we refurbished it in good shape, we could run some steam trips with it. So that's what we did. We had plenty of old passenger cars, especially heavyweights, because passenger service was going out and we hadn't disposed of everything. So we got 4501 and started running excursions in 1966. D. W. Brosnan, president at that time, was anything but a steam fan. Claytor had to handle it very very carefully.

"Anyway, we got 4501 and painted it green like a passenger engine. And began running a few short trips. Then, Graham swapped two diesels for the two former Southern steam engines running on the East Tennessee & Western North Carolina. By doubleheading, we could haul bigger trips. In late 1967, Claytor became president, and I had a green light. He said, 'I've got other duties being president now. I'd like you to develop this.' In the early days, he even used to sit down and work out the schedules between stops. He loved that sort of thing. In fact, I asked him once when he got his interest in railroading; he said, 'It's like you, way back when I used to go to Harvard, I always took the train from Roanoke to Boston.' Bob Claytor, his brother who became president of the N&W, always took the train to Princeton.

"We unfortunately did not have an overall plan like the Union Pacific does. It was sort of run on the side, because most of the management, except President Claytor, was really against it or didn't care either way. They tolerated it because he was president. It got bigger and bigger, and that was one of its failings. If we had confined it to fewer trips a year, the

excursions still might be running.

"Over the years our engines, the 4501, 630, and 722, were too small. I had a chance to lease the Canadian Royal Hudson. It was a wonderful engine, very fast, but it would pull only 10 cars, and we needed engines that would pull 15 to 25 cars. After the Royal Hudson, 2839, I then leased the big Texas & Pacific 610 for a couple of years; it was a powerful freight engine, and it would pull almost anything you could put behind it. Graham Claytor of course had become secretary of the navy and then deputy secretary of defense. His successors, Stanley Crane and Harold Hall, permitted the steam program. They really weren't enthusiasts, but I guess they didn't want to disturb Claytor's wonderful contribution to American history.

"Then in 1982, the big move came when Norfolk & Western and Southern merged. Bob Claytor, who was 10 years younger than Graham, had permitted us to run excursions on the N&W with our smaller engines. Bob told me before the merger, 'The day the merger takes place, I want you to get the 611 out of the museum in Roanoke, and we will take it to Birmingham and fix it up.' We did. And the 611 is probably without a question from a technical standpoint the finest engine ever built, because it was built in 1950. It has the latest of everything in the way of lubrication and all that.

"It's not as strong as Union Pacific's 844. The 844 is a great engine too. I have ridden it many times. It's a magnificent engine. Steve Lee does a really wonderful job on the 844 and the Challenger.

"After we got the 611 going, hauling big trains of 25 cars, the company told me to limit the cars to 25; that was about 1,200 people. I remember a fascinating experience when I disobeyed company orders. I was in Detroit for a trip. It was sold out with 25 cars; 1,250 people got down to the station. There were hundreds there without tickets who wanted to ride. I saw two extra cars, saw the tears running down the faces of the people, said 'To heck with the rules, we are going to take them.' I put two more on, so we had 27 cars and 1,500 happy people. When I got back to Washington on Monday, the vice president of operations called me in, said 'Why did you disobey railroad orders? That's a dismissible offense.' I said 'I knew that when I gave the order. But I couldn't look at all those people and deny them that ride, you know that.' He says, 'O.K., I will forgive you once.'

"After the 611, Bob Claytor also wanted to get a class A engine out. He had always dreamed of getting a Y out, but they weren't available. We tried to get the Y in St. Louis, at the Museum of Transport, but were turned down. So we got the A, the 1218, that had been at Steamtown in Vermont, later in Scranton. I went to see them. They wanted four big diesels. 'No, it's a great engine, but it's not worth four big diesels.' So we settled on two big diesels, which was a good deal for them. We spent close to a million dollars; that engine was in terrible shape. When I retired, Carl Jensen took over until the program was canceled in 1994. It had gotten so big, the company felt it was becoming a burden on the personnel. There are numerous reasons, but that was the basic one."

Does he have any regrets about the railroad career? Absolutely none. "If I had to sit down as a youth of six years old, I would have planned it more or less this way," he concluded. ***JG*** ◇

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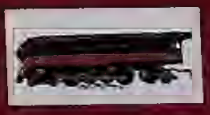

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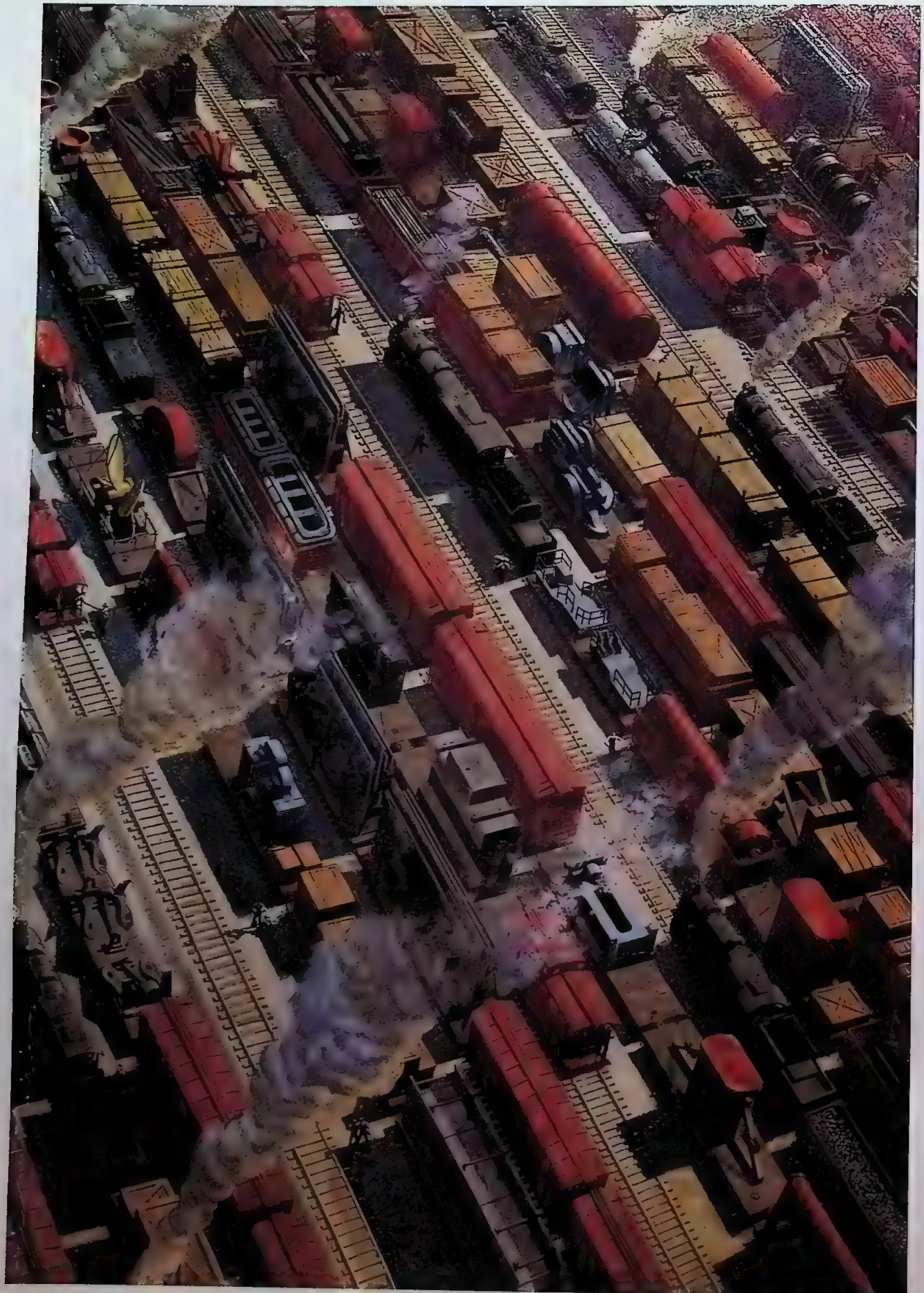


FRANK J. REILLY, BENNETT LEVIN COLLECTION

Dramatic Perspectives on the PRR:

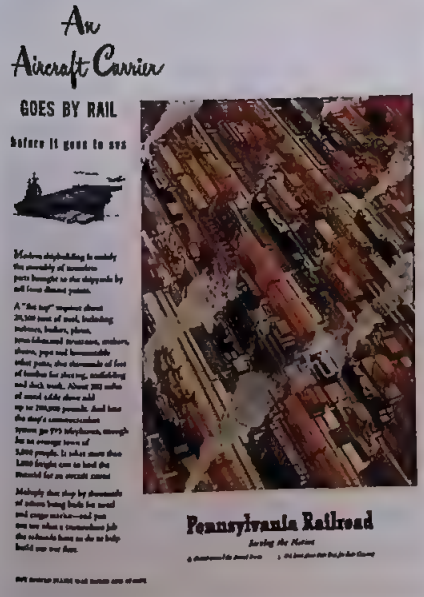
The Advertising Art of Frank J. Reilly

By Michael Zega

Artist Frank Reilly painted for the Pennsylvania Railroad in an era when its managers thought their line larger than life. Best known among railroad enthusiasts for his 1946 PRR calendar painting *One Hundred Years*, Reilly applied a strong belief in realism to both his paintings and his professional affairs. A native New Yorker whom the World Telegram termed "the town's most business-like artist," his outlook especially appealed to PRR managers intent upon communicating solidity at a time of national crisis.

Born on August 21, 1906, Reilly grew up just blocks from Broadway, where his father was a theater stage manager. He studied drawing at the Art Students' League of New York under George Bridgman (whom he replaced after Bridgman's death) and painting under Frank DuMonde; he began lecturing at the League in 1933. Early on, Reilly grew a passion for teaching and spent the greater part of his career among students at the League, National Academy of Design, and Pratt Institute. His classes drew hundreds of applicants, due in large part to his insistence on basics. Said Reilly in 1948: "I do not teach illustration as such, or landscape, or portrait painting as special subjects. I teach (1) how to draw; (2) how to paint; and (3) how to make pictures."

And make pictures he did: Reilly's best work, like that of his patron, brought a sense of drama and dynamism to its subject. His grasp of railroading's details and his effective use of perspective, light, and shadow imparted his trains with the feeling that they were rolling, alive, and under steam. That earnest energy caught the reader's eye and made for effective advertising.



MICHEAL ZEGA COLLECTION

Reilly drew *An Aircraft Carrier* from a triple point perspective. Elevated view added drama, allowed for details of smoke, morning shadows, workers.

PRR's wartime campaign

Reilly's work figured prominently in PRR's heroic World War II campaign, arguably the finest advertising the line produced. Begun in spring 1942, the campaign sought to inspire a nation left reeling by military losses in the Pacific. To produce its monthly portrayals of America's industrial might, ranging from battleships to bountiful harvests, PRR commissioned a veritable army of illustrators. Stevan Dohanos depicted the Loewy-styled streamliner S1 before a Navy battleship, John Clymer portrayed an M1 Mountain pulling oil tankers, and Dean Cornwell set Uncle Sam amid steel mills and freight trains in the heroic 1943 calendar Serving the Nation. Reilly joined their ranks in 1944.

Stylistically, Reilly was greatly influenced by painter and muralist Dean Cornwell, one of the most widely known illustrators of his time. Reilly had assisted Cornwell on several mural projects, and it was probably Cornwell who introduced him to the PRR's publicists. Reilly's first ad, *STEEL—and what it takes to haul it!* (page 114), ran in November 1944; his *An Aircraft Carrier goes by rail before it goes to sea* followed a month later. Both executions presented typical industrial scenes rendered from unusual perspectives. Commented one writer: "His aim, of course, is a controlled Realism. ... He does not try to copy nature literally. He tries to analyze its principles as it is perceived by the senses." The line's ad agency evidently agreed and thought enough of the latter to submit it for the New York Art Directors' Club prestigious annual review.

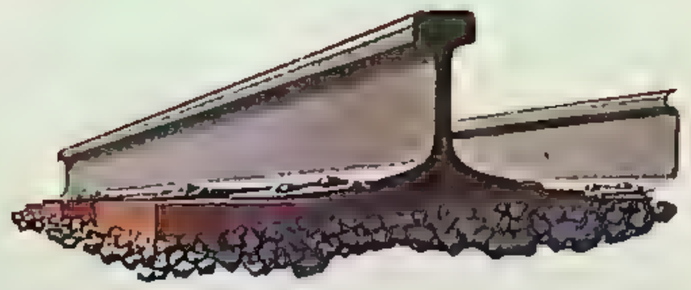
The story behind *An Aircraft Carrier* provides an example of like-mindedness between artist and client seldom seen in advertising. Reilly, then a lieutenant (jg) in the Navy, made his drawings from photographs of models following the almost universal custom among illustrators of the time. His studio was full of scale models of nearly every type of equipment to be seen on the PRR. Made by Reilly himself, they were accurate down to their road numbers. Reilly understood that to a PRR man, the slight differences of various equipment types were a matter of decided importance.

When awarded the commission, Reilly went to great lengths to determine and include the exact number of cars necessary to haul the materials needed to build an aircraft carrier. From a lumberyard he brought home several strips of wood, one inch square in section. Upon these he marked the proper lengths to represent boxcars and laid them in rows on his studio floor as though on parallel tracks in a freight yard. With his camera he mounted a stepladder and, looking down upon the models, counted the number of cars seen in the frame. By experimenting with the placing of the camera, he quickly found the position in which the correct number of cars appeared. He then took a photograph and rendered the scene.

1946: a centennial

Reilly was again included when the PRR began planning to celebrate its 1946 centennial. A campaign committee determined that advertising would highlight PRR's accomplishments while paying tribute to the industries most responsible for the road's successful 100 years. The committee selected six prominent illustrators to render a series of ads depicting the industries

STEEL...
an industry born of a rail!



Before 1864 all trains ran on rails of iron. America didn't even make steel rail. But the Pennsylvania Railroad, ever looking for better things, ordered 400 tons of steel from England (at $130 a ton) and had it laboriously hammered into rail. Steel proved twice as strong and wore four times as long. Then and there—the American steel industry was born.

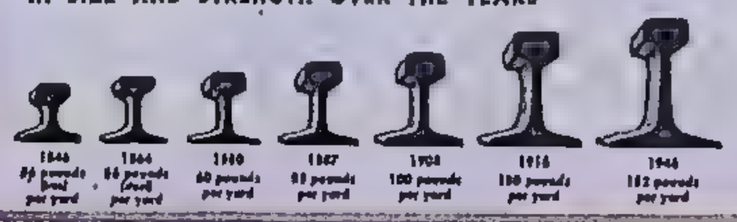
Twenty years later the steel rail was still the steel business. But by 1929, when three times as much steel rail went through the rolls as in 1880, steel rail was only 5 per cent of the steel business. Skyscrapers, trains, automobiles, safes, pipe, mousetraps, beds, watches, stoves, refrigerators, handcuffs, wire, nails, fence posts, filing cabinets, office desks, ships, pen points, safety pins—so many things, *steel!*

Better yet, when America went to war it had the overwhelming advantage of a steel output *greater than all other countries combined.* That assured victory, saved American lives.

In peace and war, from that first steel rail to the present day, the Pennsylvania Railroad and steel have worked closely together. Most steel plants are on lines of the Pennsylvania. A large part of its operation is hauling raw materials for the making of steel and carrying the finished product away—all done *for less than a cent a ton per mile.* Moreover, it serves steel with steel—every car, every locomotive, every rail, every large terminal, every signal . . . *steel!*

Today, as steel prepares to turn out a torrent of new products from new alloys, the Pennsylvania Railroad wishes it well—an old friend, with an even greater future.

HOW PENNSYLVANIA RAILROAD RAIL HAS INCREASED IN SIZE AND STRENGTH OVER THE YEARS



Today the Pennsylvania Railroad not only uses the heaviest rail of any railroad in the country, but has made many improvements in its construction. Altogether there are more than 3,000,000 tons of steel rail in the Pennsylvania road-bed. If every rail had to be replaced, it would take all the steel mills rolling rail a year and a half to produce the necessary quantity.

PENNSYLVANIA RAILROAD
1846 1946
ONE HUNDRED YEARS OF TRANSPORTATION PROGRESS

MICHEAL ZEGA COLLECTION

Low perspective heightened the drama of *Steel ... an industry born of a rail!* Copy pointed to PRR's innovative role in rolling the first steel rail.

and investors deemed important to PRR's future: Reilly, Jerome Rozen, Robert Riggs, Leslie Ragan, Herbert Bohnert, and Herbert Powlgren. In the best PRR tradition, each industry's trade group was provided drafts of the ads to check for veracity.

Reilly's calendar painting, *One Hundred Years*, was the first ad to run, its four locomotives presenting a face of massive—almost brutal—certainty (in the face of the fiscal adversity of posting a loss for the first time). He also contributed *Good Providers!* (June 1946), a mural-like scene of harvest bounty reminiscent of Cornwell's work, and *Steel ... an industry born of a rail!* (August 1946), dominated by a huge bucket pouring molten metal as three workers watch intently in the foreground.

Heroic in scale and in advertising volume placed, PRR's centennial campaign presented an outlook that the line never again matched. The last years of the 1940s proved increasingly difficult for the staid PRR. As shortages, breakdowns, and declining revenues eclipsed optimism, advertising turned to more modest themes—portraying lifeless passenger car interiors and row upon row of promised new equipment. The PRR's ads and calendars of the 1950s reflected that circumstance and paled in comparison to the drama of Brett's *Speed and Security*, Grif Teller's *On Time!* or Reilly's *Steel ... an industry born of a rail!*

Reilly's later career

If less so than the railroad that employed him, Reilly was also a holdover from an earlier era. The commercial demand for his style of realistic illustration collapsed in the 1940s and early 1950s, to be supplanted by increasingly inexpensive and reliable color photography. Likewise, illustrated weekly magazines—notably LOOK and the SATURDAY EVENING POST, which represented the illustrator's lifeblood—experienced business reversals equal in magnitude to those of the PRR as readers and the advertisers that followed them changed from print to television media.

Reilly's other major commercial client was Philadelphia-based Continental Distilling Corporation, for which he painted scenes from the American Revolution. Noteworthy among his public commissions was a 63' x 22' glass mosaic mural for the Bronx High School of Science, one of New York's foremost schools. A longtime member of the Salmagundi club, in his later years Reilly won the honor of being named an associate of the National Academy of Design. He taught at the Art Students' League until 1961, when he left to open his own school. Reilly died on January 15, 1967, at age 60. Still, League students learned the basics by following the Reilly method well into the 1980s. ◇

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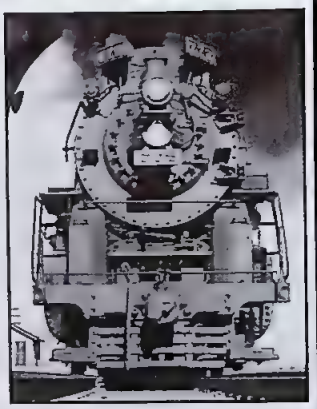

One of the most famous of all modern steam locomotives, the legendary NKP Berkshire 2-8-4s are treated in detail in this handsome book published to commemorate the 40th anniversary of their retirement from regular service. Nos. 759 of High Iron Co. and American Freedom Train and the 765 of excursion service have only increased the fame of these classic locomotives. The best of the Lima Superpower concept and design, these locomotives literally saved the NKP and gave it the reputation as the road of "High Speed Service." The modern NKP was in essence made possible by the Berkshires.

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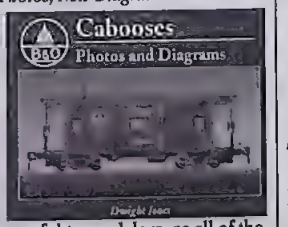

The first of a new series of books on Baltimore and Ohio Cabooses! Much of this material, the diagrams and most of the photos in this volume are being reproduced for the first time. This book will be particularly useful to modelers, as all of the drawings are uniformly scaled and dimensioned, many prepared specifically for this book. Over 30 years of meticulous research has gone into this volume and is the most accurate publication ever produced, correcting many errors out on the subject. *NOW AVAILABLE!*

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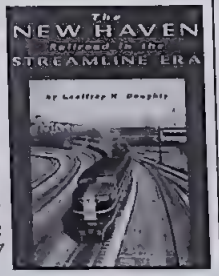

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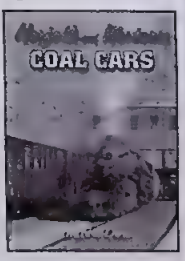

Endlessly long trains of black hoppers carrying ton after ton of "black diamonds" from mine to market were hallmarks of the N&W. Andrew Dow crafts an interesting story about the development of the N&W's massive coal car fleet.

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Way Car Hop to Iowa or, a Trip to Hell and Back, Part II

By Robert A. Janz

Introduction

In part I (*VR* 14, page 94) my anticipated "pleasant way to spend a hot summer day lolling on the way car cushions" became, as one radio personality recently described the afternoon traffic, "a gut-wrenching nightmare." Our train, powered by a class H-1 4-8-4, was approaching DeKalb, Illinois, where a set-out and pick-up were to be made. The rear brakeman of a freight usually could be counted on to help with such moves, but based on what I had learned about my partner, Mr. Prince, and his earlier lack of interest and cooperation, I felt I might as well forget about any help from him. The fireman, however, became most helpful, for which I was most grateful.

The engineer and I planned to stop short of the coal chute when we arrived at DeKalb. I would drop off and make the cut. If there was no sign of life from the rear end, we'd go ahead and make the set-out without help. The trackage at DeKalb curved to the left, passing the switch that I would use, making it necessary to work on the fireman's side. Just to make it more difficult, the depot was on the left side, blocking the fireman's view at times. I'd have to get on the roof of the rear car, where the engine crew could see my signals. If necessary, I would get off and open the angle cock on the rear car to set the brakes and stop the move. After throwing the switch, I'd close the angle cock; when the brakes released, the engineer would back up into the side track, and I would return to the roof.

When we arrived at DeKalb, as I feared, there was no sign of life at the rear end, and I handled the set-out with the fireman's help. He was actually out on top of the cars passing my signals to the engineer. This made the process easier for me. After making the set-out, we pulled up to the depot to find out from the agent where our pickup was located.

Not only were there Clinton cars but a bunch for Nelson as well! The Clintons were lined up behind the Nelsons, which would bury those we already had. This turn of events would require extra moves at Nelson.

Then we went back and coupled on to the pickup and hauled it out onto the main line. After lining the switch, we shoved back to the remainder of our train. Still no sign of life from the rear end.

> This guy might be all right in his own element, whatever that might be, but he certainly didn't fit here.

After coupling on to our train, it was time to clean the fire, then take coal and water. A class H-1 engine dragging a mile of cars consumed copious amounts of both, and our engineer was not about to pass up either. I would have liked to sit in the warm cab, which was now comfortable, while all this was going on, but being on or near an engine when the fire is being cleaned and coal is being dumped into the tender is something to avoid. The falling temperature had now served to cool the day's perspiration, so I ended up sitting on a pile of ties counting goose bumps on my arms.

As the fire was being cleaned, it was getting on toward dusk. To give signals, I'd have to use a kerosene lantern, which we called hay burners. Fortunately there were two on the engine, one red, one white. I didn't even have my flashlight, but the engineer offered me his, which I gratefully accepted. It could be used for giving signals, but it would not take the place of a lantern. It would, however, come in handy while stumbling around in the dark with the feeble light cast by a hay burner.

At last the fire was cleaned, we had all the coal and water she would hold, and we pulled out for Nelson. Still no sign of life from the rear end. My agony continued as I had to lean out of the gangway into the cold air on all the curves to watch the train for signs of trouble. Fortunately there was none, and we finally dragged into Nelson around 10 p.m.

Nelson was the west end of CTC territory. The mainline track arrangement consisted of four tracks that could be operated in either direction on signal indication. A coal chute and water tanks that served all four tracks stood on the main line. A yard south of the main tracks ran north and south and was joined to the east-west main line by a wye. An office was located at the north end of the yard, which consisted of about 12 tracks, and a roundhouse was located within the wye. A hotel operated by the railroad and known variously as the "fire trap," "flea bag," or other uncomplimentary names stood off to the east side across from the roundhouse.

Set-outs were made by backing around the wye. The way our train was made up, it would take extra moves to get it done. I was determined at this point that I would not do the work alone, so I cut the engine

off and pulled up to the tower and got permission to run back to the way car. While I was there, I'd get my grip and demand help from Prince to make the moves necessary to make our set-out and pickup.

When we got there, I found Naples working at his desk and Prince still seated on his pile of cushions. Both acted surprised to see me, and Prince actually had the nerve to ask me what took so long back at DeKalb. Naples claimed he was so busy with his reports that he didn't realize we were at DeKalb until we left and now was surprised we had reached Nelson.

I told Naples that I wanted Prince to ride back to the head end to help with the moves. After thinking a moment, he instructed me to have the tower route us around the east leg of the wye so we could pull the entire train into the yard and let the switch engine do the work. This was a better approach to the situation, so I grabbed my grip and left.

While we returned to the tower, I put on my overalls, jacket, and boots and felt much better. The engineer told me to advise the yardmaster that he and the fireman wanted to go to lunch. The yardmaster, quite unlike the one at West Chicago, realized we had been on duty over seven hours and had no objection. In a short time we were in the yard. I sent the engine to the roundhouse but didn't bother to advise the hind end crew what was happening and headed over to the hotel for some lunch.

Meals at Nelson were good, with generous portions. The building, on the other hand, left a lot to be desired; it was run down and shop worn. The word "Spartan" best describes its decor, which was about as classy as an early American rummage sale.

When our train was ready, the yardmaster sent the crew caller for us, and we brought the engine out and continued on to Clinton. Still no sign of Prince, whom I had decided to regard as a deadhead rather than a member of the crew. The remainder of the trip to Clinton, another 30 miles, was uneventful, and we were soon tied up around one in the morning after 10 hours on duty.

A long hot shower at the yard office washed the effects of the trip off my aching body and out of my mind. I felt rejuvenated and turned in and slept like a log until the caller awoke me later that evening.

We were ordered for the Black Market, on duty at 10 p.m: for a run to Nelson, which often returned to Clinton before dawn—hence its name. The day had been extremely hot and sticky with little relief during the night. For this trip we, thankfully, drew a set of F units. The trip over to Nelson was uneventful, and I had completely forgotten about Prince until later, as you shall see. Our departure from Nelson was delayed until after sunup, which actually was fortunate, because otherwise we might have ended up in the ditch.

While passing through Sterling, westbound, about five miles from Nelson, I spotted what appeared to be smoke on the left side near the hind end. I advised the engineer, and he and the fireman agreed it did look like smoke, but since it was so close to the way car, the rear end crew would certainly have spotted it and pulled the air. Further on I discovered what appeared to be smoke on the right side near the rear end. Between the three of us, we could not believe the rear end crew would not pull the air if there was a problem, so we continued.

Then, as we rounded the last curve before the long descent to the Mississippi River crossing, I spotted smoke on the left

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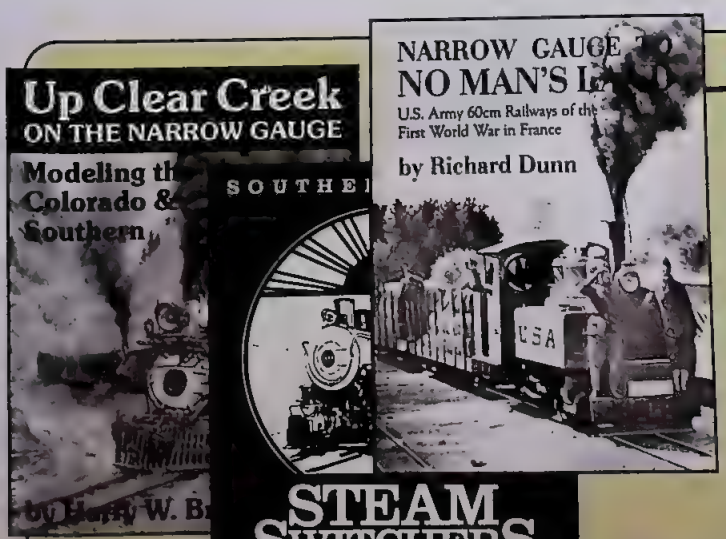

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side, several cars from the engine. We all agreed this was a hotbox that needed attention and stopped about three miles uphill from the river. Had it been dark, chances are I would not have seen it, and we would not have stopped. The fireman and I soon found the car and proceeded to cool the journal using sticks of coolant and by dousing the box with buckets of water from a nearby stream.

After completing our task, we crossed over to the right side of the train, intending to return to the engine. Toward the rear of the train we saw a lone figure approaching. As it got closer, there seemed to be something on its chest. It turned out to be our conductor. He had shed his shirt during the hot, sticky night and was wearing a sleeveless undershirt. What appeared to be something on his chest was a burnt spot about eight inches in diameter.

He explained that he was finished with his reports when we stopped and had gotten off the way car to stretch his legs, when he noticed smoke coming from a car up ahead. When he reached the car, he noticed several journal boxes were smoking. Unwisely, he raised a journal cover to look at its condition, and the packing burst into flame and struck him in the chest, resulting in the hole in his undershirt. The car, a load of company coal, he stated, had a total of seven hot boxes that were so hot that the babbitt in the bearings was melting and running out the back of the box.

Had we continued on, rather than stopping to cool the hotbox near the head end, one or more of the hot journals could have burnt off, throwing part of the train helter-skelter off into the corn fields or, worse, into the Mississippi River, perhaps even knocking down part of the bridge.

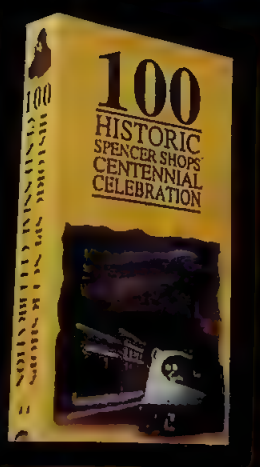
Knowing full well that the rear brakeman's duties are to watch the train on all curves, I asked, "What has Prince been doing all this time?" Naples shook his head and said he kept hearing voices hollering something as they passed through towns and asked Prince what they were saying. Prince, he said, claimed they were yelling "Highball," "all black," and things like that. "So I kept on with my book work and left the train up to Prince." Neither I nor the fireman wished to embarrass Naples any further so didn't ask the million-dollar question: "Couldn't you smell the hotboxes?"

Naples then explained his plan to us, which he had discussed with the dispatcher by telephone. He had made a cut ahead of the hotbox car. We would haul everything else into Clinton and return with men from the Car Department, who would jack up and replace the ruined bearings and repack the boxes with fresh waste and oil.

After we returned and the job was done, while making an air test of the brakes, who should appear on the back platform of the way car but Mr. Prince. He now proceeded to get off and look around. The first thing he noticed was a freight train standing directly behind our way car. "Where'd he come from?"he asked, pointing to the train with a puzzled look on his face. Then he looked forward and saw we had four cars in our train and said to me, "If we only had four cars out of Nelson, why didn't you ride back here with us?" This guy, I thought, might be all right in his own element, whatever that might be, but he certainly didn't fit here. There was no point, I thought, in discussing any of this with him, and I rode the engine to Clinton, leaving it up to Naples to deal with.

Soon we were back in Clinton and off

A Classic Railroading Story...



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to bed again for some rest before the summer heat made it difficult. This, however, is not the end of this misadventure; there is one more piece of the story.

Later that evening we were ordered for a Proviso train, once again with F units, and went east without any further problems until we reached La Fox near milepost 40. While rolling through the sags and up the hills, our train went into emergency, and we suspected it had broken in two. Our suspicions were confirmed when the air pressure in the brake pipe failed to rise. So I began to walk toward the rear, looking for the break. Before getting too far, a fusee appeared, giving signals to back up; but of course this was not possible, since the angle cock on the last car of the front section was open. I found the rear car of the front section was about 60 cars back, and it had a broken knuckle, so I had to return to the engine for a replacement. Before leaving I closed the angle cock so the pressure could restore. After the fireman and I located a replacement knuckle, we had the train pull forward, bringing the defect to us, rather than carrying 95 pounds of iron back about 60 cars.

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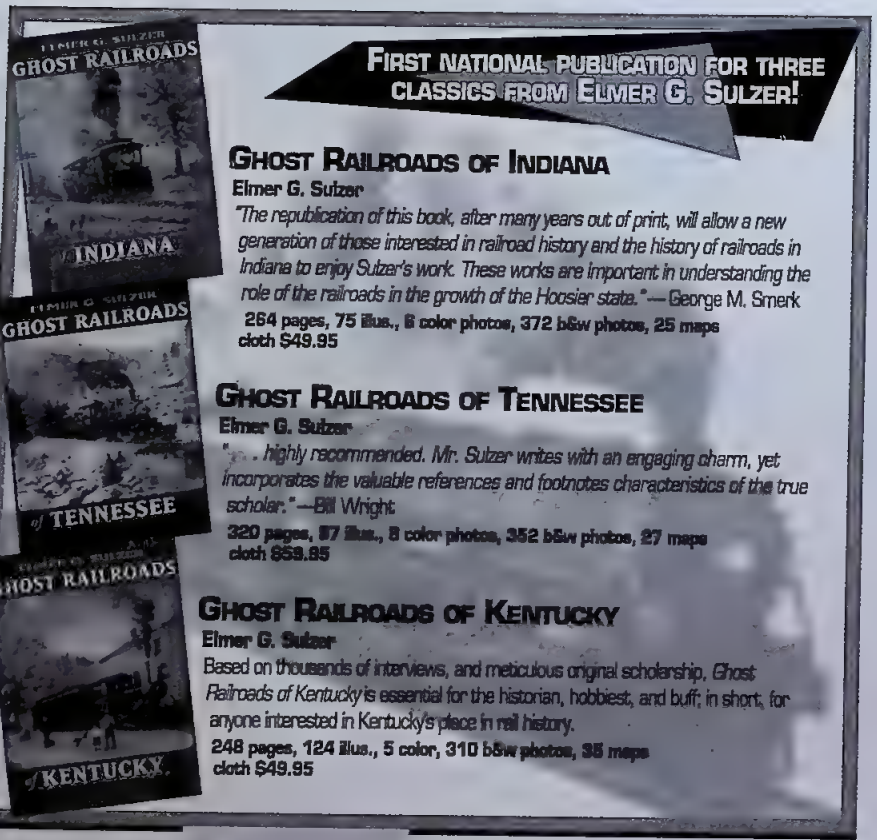
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All this time, the fusee was signaling "back up," to which I had earlier answered with a stop signal, meaning that we couldn't. Most railroaders with any experience, or sense, would have understood something was wrong and waited, but no, this fusee, no doubt by Mr. Prince, continued to swing in circles, signaling "come on back." Well finally we got the knuckle in place and backed up to recouple our train.

Not knowing if the track was clear of any debris or unprotected farm crossings between the sections, I rode back, watching the track as we shoved to the rear. The separation was about a half mile, which was not unusual, because the front half had been going downhill while the rear had been going uphill, and our speed had been approaching 60 mph.

When I reached the rear section, it was indeed Prince swinging the fusee, and he was complaining bitterly that he not only had to wait so long for me to get off my duff but also that he had to waste so many fusees trying to get our attention. He never gave a thought of the possibility there was a broken knuckle or even just the need to close the angle cock before we could shove back. I really didn't want to be around him, but it was too far to the engine, so I caught the way car after rejoining the sections.

To my delight, Naples read him the riot act after hearing him complaining about waiting so long and then raked him over the coals about the previous episodes.

I only saw Prince once more, years later. He wasn't much better and in fact was a source of trouble even then. All memory of this man had been forgotten until now. The mind is a wonderful thing, letting me forget that experience, only to bring it back so it could be shared.

◇

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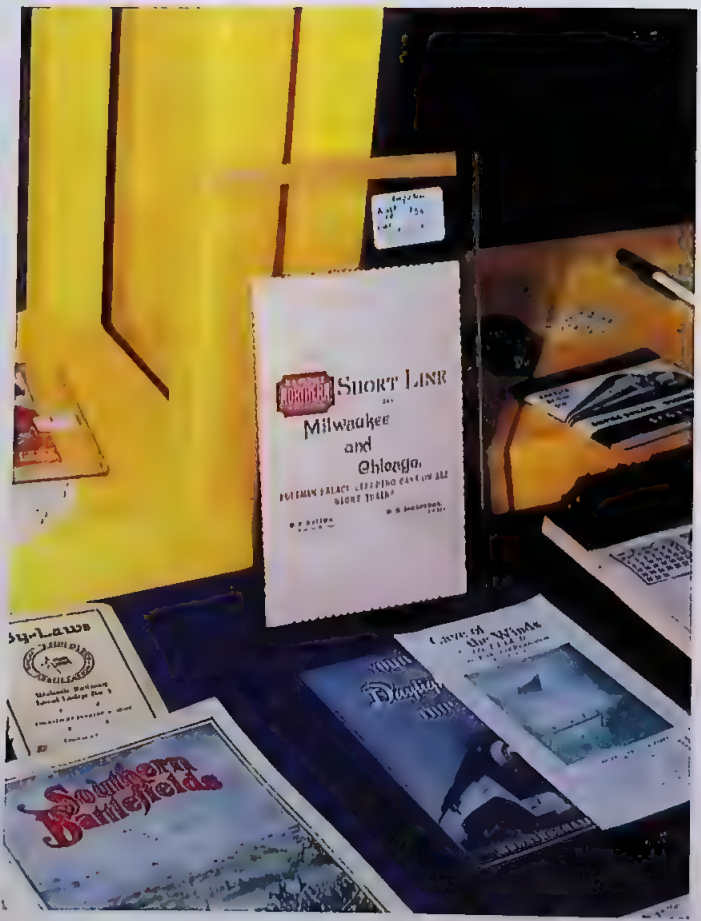
Hitting the Mother Lode

BY RALPH D. PIERCE



TWO PHOTOS: RALPH D. PIERCE

Railroad official's portrait adorns one side of the card ...

... railroad advertisement adorns the other.

Remember when you were about nine years old and Christmas was soon to arrive? The expectations of a great holiday were upon you, and your wish list was complete. A baseball glove, Lionel train, or something else extra special may have been on it that year: a wished-for present that made your insides ache. You waited; the days seemed to pass so slowly. Finally, it was Christmas Day, that oh so special day of days. Under the tree was the extra-special present that had been in your dreams for an "eternity." There, wrapped for you, was that item you had yearned for so long. Success: You had hit the Mother Lode. The feeling was beyond description.

Those feelings come not often enough in a lifetime, but when they do, the anticipation and joys are wonderful. The pleasure comes not only from the anticipation but sometimes from the thrill of the hunt. And if you are a dedicated railroad collector whose feelings can overcome you at times, early in June is your time.

June is a month of weddings, class reunions, lawn mowing, end to the schoolyear, and the railroad swap meet and sale in St. Charles, Illinois. St. Charles presents one of the greatest accumulations of railroad-related material, old and new, offered anywhere for sale and inspection. For me in Wisconsin, it's up early on Sunday morning, stop and pick up buddies along the way, and head south for Illinois. Three hours later, after many miles of "jackpots," circus lingo for telling stories and shooting the bull, the fairgrounds loom ahead. Here comes that childhood feeling, from the depths of your soul—the fidgeting, the nervousness, and, yes, even the cold sweat. What treasurers are waiting; what rare items long to be discovered; what gem hides within the piles of railroadiana? It's been a whole year since you've

pawed through the tables and boxes, a year since you've left the wife and loved ones behind to explore the jungles of St. Charles. The marvels that await, the treasures to be unburied, the one-of-a-kind items to discover! Pay at the gate, park the car, arrange a meeting time, and you are off and running. No time to dally, for someone else may get there ahead of you. How painful to spot a long-sought item, only to find it is disappearing into the darkness of someone else's bag!

Around the country there are other rail fairs and swap meets, some big, others not so big. All of them offer the thrill and excitement of the chase. St. Charles is not alone in its greatness, but it is one of the larger and grander events. People come here from all over the country to sell and to buy—small dealers, larger dealers, specialty dealers, and fee marketers. Pretty much whatever can be associated with railroading can be found here in one form or another. Credit cards are in full use, the checkbooks are hauled out, and the greenbacks flow from one pocket to another. Sales, sales, and more sales.

The difficulty most of us collectors face is limiting our enthusiasm. Most of us find too many types of items that tickle our fancy. We have that old problem of defining our collections and staying within those bounds. Getting near the big five-oh mark in life now, I seem to have had too many interests over the years.

Railroading is very high on my interest level, but those who really know me know I'm a circus historian first and railroad enthusiast second. Many years have passed since the collecting bug bit me, and my house seems to bulge at the seams, according to my spouse. I've changed from quantity to a more selective approach. Not that I still won't buy quantities of items, but it happens far less often than it used to. Now I seem to be looking to upgrade items and finding the rare or one-of-a-kind items.

What treasurers are waiting; what rare items long to be discovered; what gem hides within the piles of railroadiana?

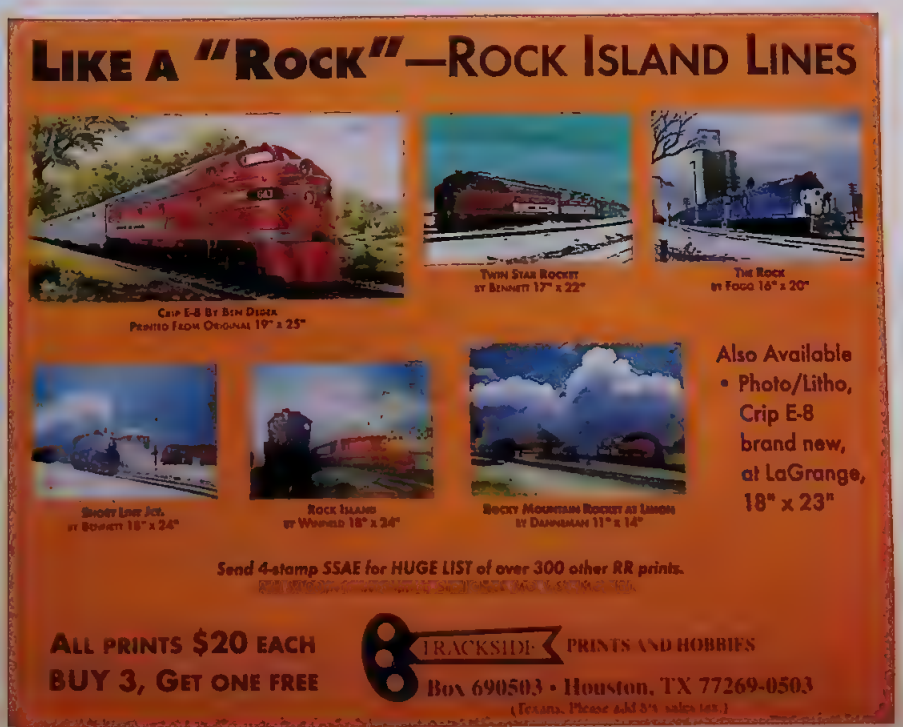
I've been collecting circus memorabilia for 35 years and came across a hard-to-find piece this year at St. Charles. A poster advertising the Ringling Bros. and Barnum & Bailey Circus was hanging on the wall. That's not unusual in itself, but what was unusual was that in the advertisement the Chicago, Aurora & Elgin Railroad was promoting excursion fares to ride the trains to the circus. These types of posters and heralds are known to exist but do not turn up regularly. So even though this cardboard, blue and red printed poster is not a very artistic find, the subject matter makes it highly desirable for collectors filling out a collection of representative pieces.

Depicted in the photos is another rare, surprising piece. In the circus business many performers and acts had studio cards produced to promote their services and talents. This piece is unusual, since it is a portrait card with railroad advertisement on the reverse side. This gives us the impression that some railroad executive had something of an oversized ego. Considering the price sticker on the piece (more than $300), I must not be the only one who believes this is not a very common piece.

This is the real enjoyment of railroadiana shows such as St. Charles—the learning experience. At such a show we are able to view in person many rare items. We are able to see up close the colors, condition, textures, sizes, and other features of items we may never have seen before. Look down the rows of tables, venture into the many buildings. Here are the dealers and their wares: photographs, slides, paper railroadiana, stock certificates, china, lanterns, books. You name it, and it's there. So when the nearest annual railroadiana show and sale opens its doors, make sure you attend. Maybe your wallet this year is not overly stuffed or your home just can't hold another piece, but don't miss the shows, for the knowledge and history that is available there is well worth the few dollars spent for admission.

Now just one more pass through the buildings, because I'm still looking for another of those hard to find dining car kitchen manuals.

◇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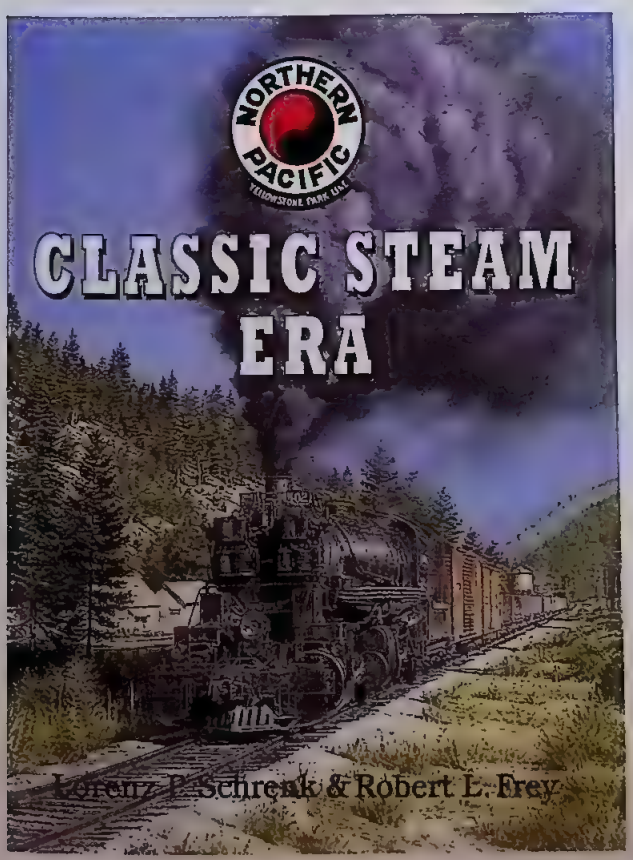
BY BRIAN JENNISON

Books

NORTHERN PACIFIC CLASSIC STEAM ERA by Lorenz P. Schrenk and Robert L. Frey. Hundman Publishing, 13110 Beverly Park Road, Mukilteo, WA 98275; 1997; 320 pp.; hardbound; $59.95 plus $4 shipping; Washington residents add 8.6 percent sales tax. This is the third volume in the Northern Pacific trilogy by authors Schrenk and Frey (the others are NORTHERN PACIFIC SUPER STEAM ERA: 1925-1945 and NORTHERN PACIFIC DIESEL ERA 1945-1970), and it focuses on the history of the NP from 1905 to 1925, the period of development of modern steam power. However, in terms of photo choice, the authors treat NP steam operations forward until the end of the era in the 1950s (but photo presentation is limited to these "Classics"—there is no coverage of the more modern power, because that was presented in SUPER STEAM ERA).

The book features over 400 crisp black and white photos, three color paintings, diagrams of all NP steam locomotive classes built between 1905 and 1925, and complete rosters and dispositions thereof. Locomotives discussed include the Prairies, Pacifics, Mikados, and early Mallets, as well as larger switchers. There is also extensive coverage of NP's gas-electric doodlebugs. The authors provide appendices with explanatory notes and bibliographic references and also include information on NP locomotive painting and lettering.



NORTHERN PACIFIC CLASSIC STEAM ERA is a railroad history book in the traditional "Howell-North style," nicely printed on heavy stock, chock-full of historical information, and well-illustrated with period photographs. Especially compelling is the action photography of NP employee Ronald V. Nixon from the late 1930s to early 1940s. The work of Albert Farrow, James Fredrickson, Warren McGee, Philip Hastings, and others is included as well. The end papers are printed with a map and timetable from 1906. This is indeed a valuable reference for NP historians and modelers alike.

CLASSIC DIESELS OF THE SOUTH by J. Parker Lamb; TLC Publishing, Inc., 1387 Winding Creek Lane, Lynchburg, VA 24503-3776; 1997; 126 pp.; hardbound; $26.95 plus $4 shipping; Virginia residents add 4.5 percent sales tax. Here is one man's look at railroading in the Southeastern United States from 1949 until 1970. Covering the region between the Mississippi River and the Atlantic Seaboard, and from Virginia and Kentucky to northern Florida, the author/photographer presents a photographic sampler of the South during the first-generation diesel years. Traveling throughout the South in his youth to visit his extended family allowed Lamb to gain a keen appreciation for the variety of operations and equipment in the region. Because he wanted to record images of the "railroads doing their jobs," he concentrated on action photography and included workers in his compositions. The resulting photography is collectively some of the best this reviewer has seen of this fascinating but underrepresented region.

Lamb provides a brief history of railroad development in the South, including details of early dieselization. He discusses his railfan beginnings, growing up in Meridian, Mississippi, during WW II, with over 100 trains per day on three Class Is. All major southern roads are covered, except Florida East Coast. Especially interesting are the short lines, including Aberdeen & Rockfish, Atlantic & Danville, Carolina & Northwestern, Columbus & Greenville, Durham & Southern, Meridian & Bigbee, Mississippian, Mississippi Export, Piedmont & Northern, and Winston Salem Southbound. There is plenty of coverage of both the Tennessee Central and the original Norfolk Southern.

The photos were taken under a variety of weather conditions, with night, fog, pacing, and cab shots included. Some rare locomotives are pictured, such as GM&O's homely Ingalls Shipbuilding model 4S. The printing is sharp and bright, and the compositions are thoughtful. Andrew Harmantas' cover painting shows

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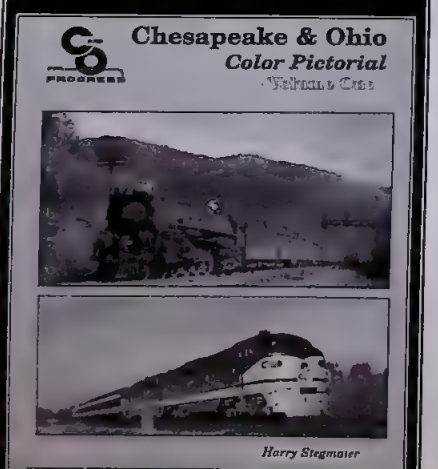

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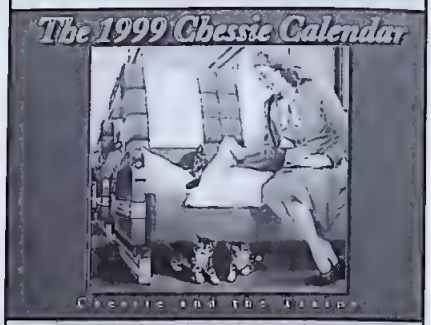

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Atlanta's Terminal Station. In all, CLASSIC DIESELS OF THE SOUTH is a terrific book.

CHESAPEAKE & OHIO, COAL AND COLOR by Gene Huddleston, John Joseph, and Everett Young; 1997; 128 pp.; hardbound; C&O Historical Society, P.O. Box 79, Clifton Forge, VA 24422; 1-800-453-COHS; $39.95 plus $4 shipping; Virginia residents add 4.5 percent sales tax. C&O, COAL AND COLOR concentrates on coal field operations in southern West Virginia, eastern Kentucky, and southern Ohio from the end of the steam era to 1996. The book provides a system map, as well as detailed maps of each of the six coal fields covered. Coal operations in the New River, Kanawha, Coal River, Logan, Big Sandy, and Hocking Valley fields are discussed, with history and operations featured in thorough text. Photos span the C&O, Chessie, and CSX periods. The photo selection is eclectic, with lots of pictures that show trains "in their environment" and under various weather conditions: These are not your average "wedgie" pictures, although some unfortunately have printed a bit dark. There is a wealth of information here for fans of the C&O and Appalachian railroading.

Another recent book from the C&O Historical Society is CHESAPEAKE & OHIO FREIGHT CARS 1937-1965 VOLUME 1: HOPPER AND GONDOLA CARS by Al Kresse Jr.; 1996; 208 pp.; hardbound; available from the publisher (details as above); $29.95 plus $4 shipping; Virginia residents add 4.5 percent sales tax. This book examines the 50-, 60-, 70-, 80-, and 85-ton coal hoppers plus the flat-bottom gondolas. There are over 250 black and white photos and drawings, including end views and shop and construction views. Featuring a cover painting by Andrew Harmantas, HOPPERS AND GONDOLA CARS is an invaluable reference for C&O historians and modelers alike.

CLASSIC AMERICAN STREAMLINERS by Mike Schafer and Joe Welsh; Motorbooks International; 1997; 160 pp.; hardbound; $29.95. ISBN 0-7603-0377-0. The authors present the American streamliner in color, beginning with the first streamliners of the 1930s and then looking at the country region by region (unfortunately excluding New England save for a few New Haven photos). The book is nicely laid out, with postcards, advertising brochures, interior views, china, and drumheads interspersed with photos of the trains themselves The color reproduction is true, and the photos

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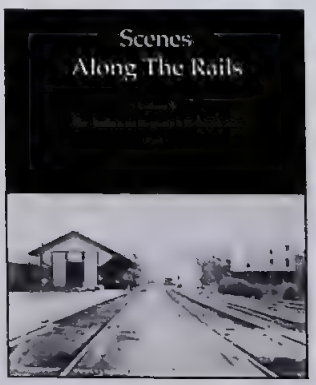

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This is a serious book, with text discussing each of the trains that are presented in pictures. The photos selected are of the vintage trains themselves, rather than fan trips. (Although one shot of the 4449 sneaked in, there are numerous shots of the *Shasta Daylight* behind Daylight Alco PAs, for example.) The obscure (the *Rebel*; the *Comet*) are covered together with the well known (the *Pioneer Zephyr*; M-10000). There are some especially nice photos of Milwaukee Road's *Olympian Hiawatha*. CLASSIC AMERICAN STREAMLINERS is a "must have" for fans of the era of "starched white service," when America traveled by train.

SCENES ALONG THE RAILS VOLUME I: THE ANTHRACITE REGION OF PENNSYLVANIA, PART 2 by John W. and Suzanne C. Hudson; Depot Square Publishing, 6683 Loveland Miamiville Road, Loveland, OH 45140; 1997; 152 pp.; hardbound; available from the publisher at $39.95 plus $5 shipping. Ohio residents add 6 percent sales tax. The second of three planned books dealing with Pennsylvania's Anthracite Region in the first 25 years of this century, SCENES ALONG THE RAILS VOLUME I, PART 2 presents 193 period photographs and postcard views of the Wilkes-Barre area of northeastern Pennsylvania, along with six maps and a detailed bibliography and index. The Lehigh Valley Railroad between Pittston Junction and Sayre is covered extensively.

In this series the authors have endeavored to situate the railroads in the context of their times: Although there are many photographs of turn-of-the-century locomotives and rolling stock, there are also views of collieries, lumber mills, hotels, and general stores in the various towns that the railroads served. Stations, bridges, row houses, and overall scenes are also presented, as are vintage group photos of crews and "civilians." Photo reproduction is crisp throughout, and captions are informative. This book will interest fans of the Lehigh Valley and the Anthracite Region in general.

TEXAS & PACIFIC RAILWAY: OPERATIONS AND TRAFFIC by Charles P. Zlatkovich; Westerner Press; 1998; 252 pp.; softbound; ISBN-09660680-0-9; $29.95. Zlatkovich, a professor of business administration at UTEP and a former employee of the Missouri Pacific, has produced a scholarly history of the Texas & Pacific, with emphasis on the cities and towns it served. Passenger, freight, and terminal operations between 1940 and 1970 are covered in detail. This is the first in a planned series of three volumes dealing with the T&P. Although the railroad began to lose its identity to the Missouri Pacific in 1961, it existed as a corporation until 1976.

This is not a photo book. Rather, the author provides factual data, such as revenue and ton miles, broken down by year. The increase in passenger business during WW II and the eventual decline of this business after 1960 is shown graphically. T&P Divisions are compared in 1925, 1940, 1955, and 1968 (these were MoPac districts by 1968). The various T&P

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subdivisions are examined in detail. Anyone interested in where the sidings and house tracks were on the Baird Sub, for example, will find that information here. Branch lines are presented as well. Population and other data are presented for the various towns served by the railroad, making T&P: Operations and Traffic a valuable reference for anyone interested in the history and demographics of central Texas in the mid-20th century. Passenger schedules and freight patterns are presented for different eras, and locomotive assignments of specific jobs are discussed. There are appendices listing all employee and public timetables issued, company officers, freight and passenger receipts, carloads by station, interchange points, and maps available for further research. An extensive bibliography is also included. Texas rail historians and fans of the T&P and MoPac will want a copy of this valuable reference in their libraries.

Videos

Vignettes of the Western Maryland, Volume 2; Clear Block Productions; 80

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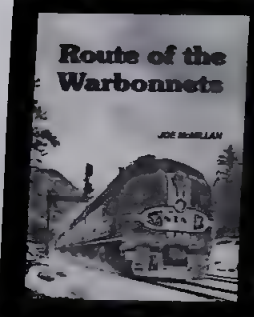
minutes; available from the producer at P.O. Box 527, Marion, OH 43301-0527; $35 plus $3 shipping; Ohio residents add 6 percent sales tax. This tape features film of the fabled west end of the "Wild Mary," shot by James P. Gallagher of Baltimore in 1974 and 1975. The narration begins with a brief history of WM's 1912 completion of the 86-mile Connelsville Subdivision, which completed the famous "Alphabet Route" as an alternative to the Pennsylvania and New York Central railroads. Given that the CNJ and Reading were integral parts of this route, it is no surprise that the backruptcy and decline of these roads and the formation of Penn Central in 1968 doomed the viability of the route, thereby forcing the Western Maryland into the Chessie System and leading ultimately to the abandonment of most of this scenic line west of Cumberland, Maryland.

The program features action runbys at various locations on the Connelsville Sub, including the well-known Helmstetter's Curve and Salisbury Viaduct. The high points of the tape are the first-generation locomotive consists, featuring F units and Geeps in both WM's black paint scheme as well as the newer red-white-black scheme. New SD40s are shown as well, as are B&O, N&W, and Chessie units. The sound is terrific: Coal trains with F unit helpers slogging up heavy grades really bring back memories of "how it once was." One really great sequence has covered wagons starting a train on Helmstetter's Curve: The sound is awesome. The films are also interesting for the vintage freight cars shown, including Santa Fe mechanical reefers, open autoracks, and fallen flag boxcars. The narration is informative and unobtrusive. The tape ends with contemporary video on the Western Maryland Scenic Railroad, a 17-mile remnant of the WM between Cumberland and Frostburg, Maryland, which now hosts a tourist operation.

The biggest drawback to VIGNETTES OF THE WESTERN MARYLAND is the relatively poor quality of the old film, at least as compared to contemporary videography. While the camera work is steady, much of the film is dark and grainy. The fact that many of the sequences were shot in poor weather doesn't help, although the N&W units in fog are dramatic. Still, this tape is a wonderful look at a time now gone forever—the clouds of brake shoe smoke and friendly toots from passing F units are worth seeing and hearing one more time.

Speaking of the Western Maryland Scenic Railroad, two recent tapes by Blue Ridge productions feature this tourist steam operation. MOUNTAIN THUNDER; 1996; 52 minutes; and COAL RIDES AGAIN; 1997; 50 minutes; available from the producer at 1317 Northgate Square, Reston, VA 20190; $19.95 each plus $4 shipping; residents of Virginia add 4.5 percent sales tax. MOUNTAIN THUNDER provides complete coverage of this 17-mile railroad, established after the abandonment of the Western Maryland as a through route west of Cumberland. The videography is steady and the color is terrific; there are lots of spring and fall scenes, including backlit steam. There is a discussion of the origin of Western Maryland Scenic's steam engine (a former LS&I 2-8-0) and its tasteful conversion to more closely resemble a Western Maryland locomotive; cab views are included.

MOUNTAIN THUNDER covers the railroad in depth, with shots at the station in Cumberland, from Lovers Leap in the Cumberland Narrows, at Helmstetter's Curve, up at Brush Tunnel, in Woodcock Hollow, and coming into Frostburg, where the locomotive is turned on a WM turntable brought in from Elkins, West Virginia. Obviously the product of multiple



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The second tape by Blue Ridge productions, COAL RIDES AGAIN, features the WM 734 2-8-0 hauling a photographers' special of empty CSX coal hoppers from Cumberland to Frostburg. This tape features the best of around 30 runbys at a dozen locations, shot in beautiful summer weather. There are good views of the crew getting the steam engine ready in the morning, showing in some detail what needs to be done to service the locomotive. The color quality is excellent, and the sound as the coal train barks upgrade into Frostburg is awesome. Again the tape is accompanied by narration and music. While there is some duplication with MOUNTAIN THUNDER, this is minimal. Fans of the Western Maryland or contemporary steam railroading will want to have both these tapes.

PRAIRIE RAILS: AMERICA'S GRANGER RAILROADS; Herron Rail Video; 1997; 56 minutes. The term "Granger Railroads" refers to those lines which ran roughly between Chicago, Minneapolis, and Denver and thus helped to settle and develop the Prairie states. This excellent tape, consisting mostly of historic films, many produced by the railroads themselves, provides a glimpse of the vintage years on the Rock Island, Santa Fe, Illinois Central across Iowa, Chicago & North Western, Minneapolis & St. Louis, Soo Line, Milwaukee Road, Chicago Great Western, Chicago, Burlington & Quincy, and a little on the Great Northern and Northern Pacific.

These films are nothing short of remarkable. The Rock Island segment features a variety of paint schemes; the Santa Fe features a publicity film shot on-board the *Super Chief*, as well as an amazing staged shot of three steam engines running abreast; the IC material includes pacing and cab shots of steam-powered freights, orange and brown streamliners, and early freight cars and headend equipment. The C&NW films include slant-nosed E units, and the Soo Line material features original maroon scheme F units. Although the Chicago Great Western is presented mostly in black and white and color stills, the Minneapolis & St. Louis is covered with excerpts from a black and white company promotional movie. The Burlington is well-represented with *Zephyrs*, F units on freights, and some terrific low-light winter scenes. The best stuff of all is the color action of Milwaukee Road *Hiawathas* under steam.

PRAIRIE RAILS isn't narrated; rather, various rail historians and former rail executives are interviewed about the history and economics of railroading in the region, the development of the ICC in response to restrictive state-by-state rate laws, etc. It would have been nice to have had some voice-over of locations, where known. Nevertheless, PRAIRIE RAILS is a terrific historical tape, and it is very well produced and informative.

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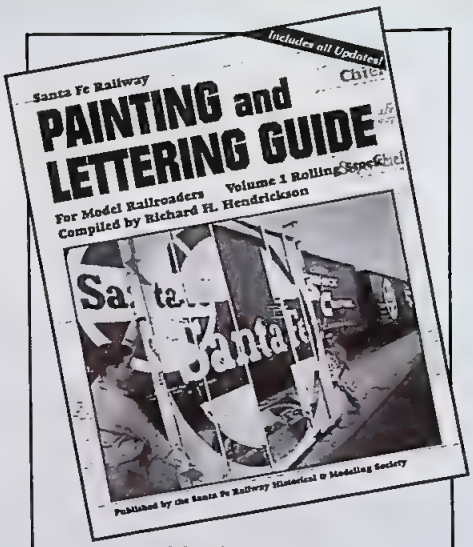
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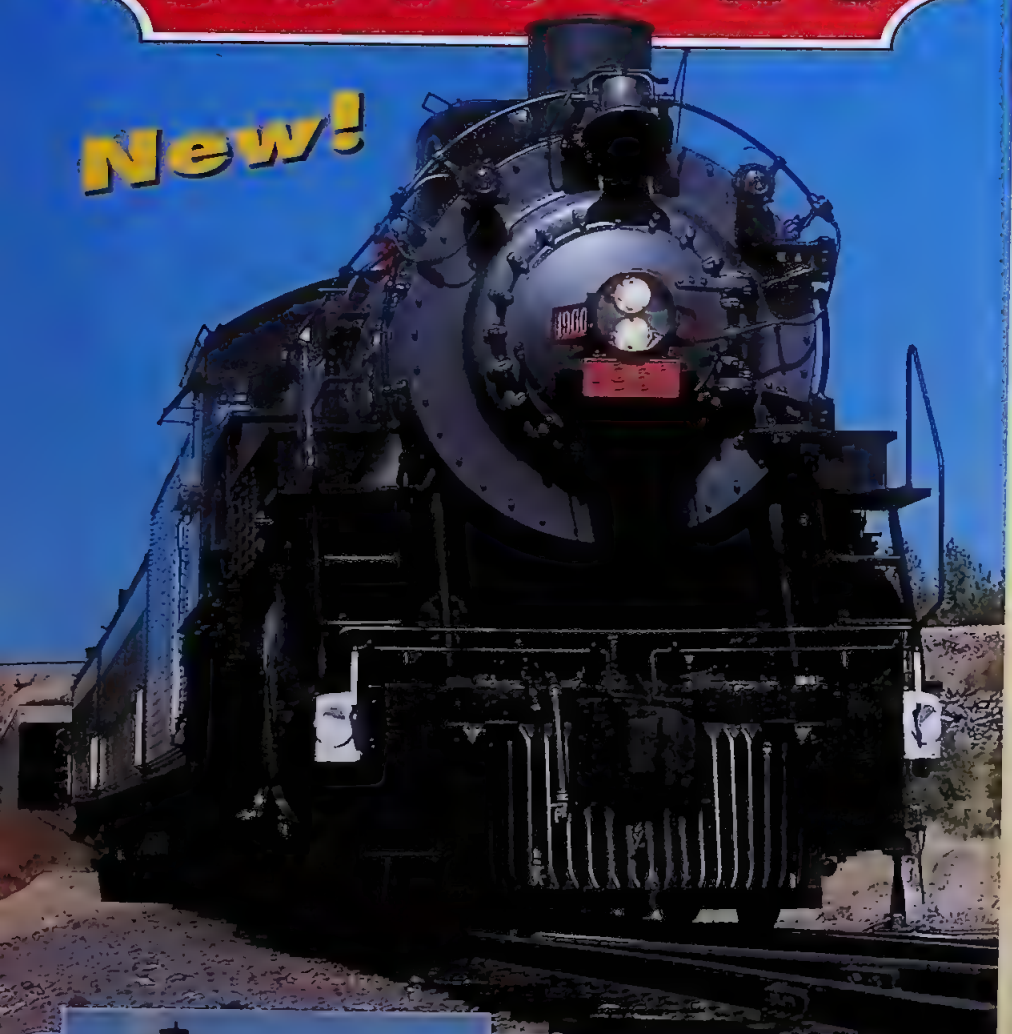

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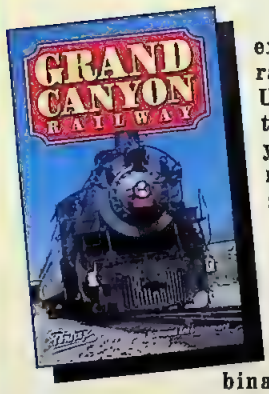

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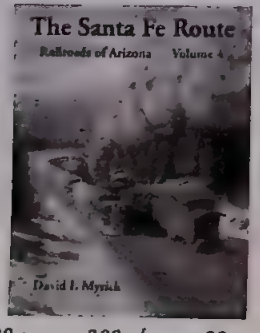

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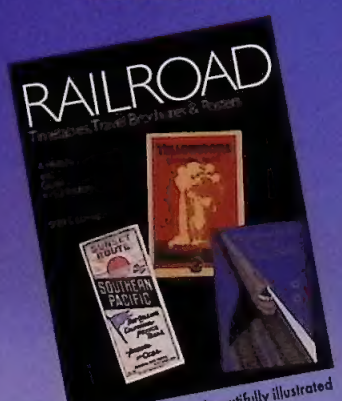

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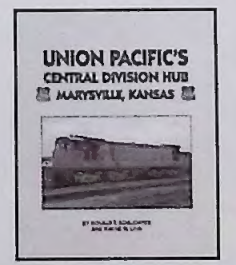

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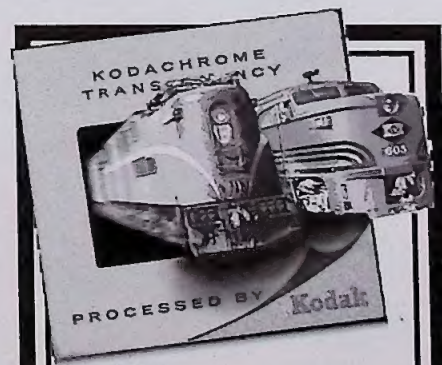

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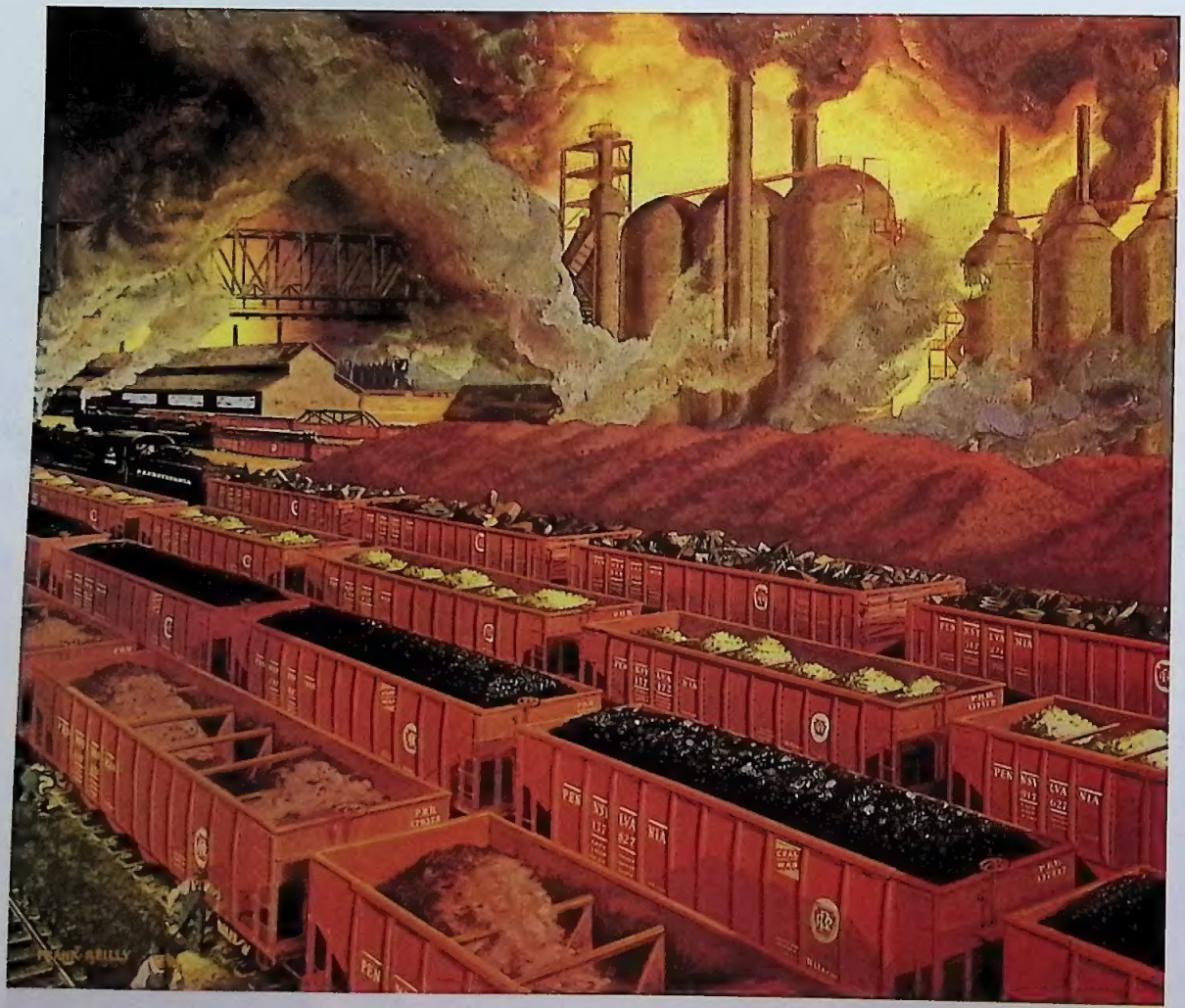

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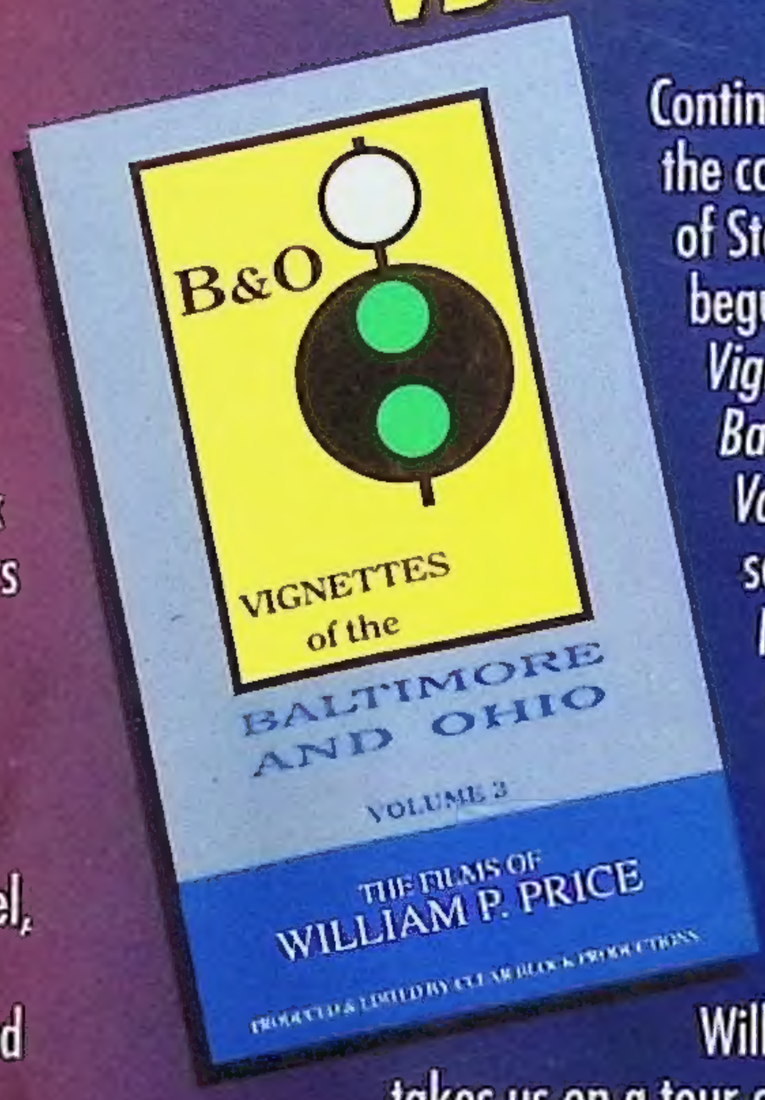

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